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American Railroad Journal.

New York Saturday, November 4, 1871.

Portland and Ogdensburg Railroad.

At a special meeting of this Company held in Portland on the 23d ult., President J. S. Anderson presented the following report in reference to the Western or Vermont Division:

The road embraces three corporations—the Essex County Railroad, extending from the Connecticut to the Passumpsic rivers; the Montpelier and St. Johnsbury Railroad, from this last place to West Danville; and the Lamoille Valley Railroad, thence to Swanton.

Eleven miles of the Essex County Road will be graded by Nov. 20, and the iron laid from West Concord to St. Johnsbury, 8 miles. The Montpelier and St. Johnsbury Road is completed and track laid 15 miles; 6 miles remain to be ballasted, which will be done this fall.

On the Lamoille Valley Road the grading from West Danville to South Hardwick is completed, and track-laying progressing at the rate of half a mile per day. It will reach South Hardwick Nov. 20. This will open 44 continuous miles of road. The grading of the road-bed from Swanton going forward is completed 8 miles, and by Dec. 1, will be done, ready for the track, 13 miles. Tracklaying has commenced at this end, and weather permitting will reach Sheldon early in December. Between South Hardwick and Sheldon much work has been done, leaving only 37 miles to be prepared for the iron, and much of this distance is now being worked with force sufficient to complete the grading by June, 1872.

Of the entire line, extending from Connecticut river to Swanton, a distance of 118 miles, there will be completed this fall 54 miles, leaving for completion in 1872 only 64 miles, of which ten miles are graded now, and work proceeding at a rate which ensures the completion of the entire road in 1872.

The road was opened for business September 12, 1870, to Lake Sebago, 16¼ miles from Portland; in November to Heep Falls, 24½ miles; in December to West Baldwin, 33¼ miles; in May to Hiram, 36¼ miles; in June to Fryeburg, 49 miles; in July to Centre Conway, 55 miles; in August to North Conway, 60 miles. This makes an average of 37 miles for nearly 13 months,

The receipts of the road from September 12, 1870, to September 30, 1871 were: from freight, $39,318 95; from passenger, $49,929 97; from express, mail, etc., $1,999 98—making a total of $91,248 90. The total receipts since the completion to Conway (July, August and September) are $44,975 61, divided as follows; freight, $13,554 89; passengers, $30,170 74; other sources $124.998. This shows the great success already of the road as a summer route to the mountains. Hon. W. L. Putnam offered the following, which was unanimously adopted;

Whereas, It is deemed expedient to take immediate measures for obtaining the means necessary for the extension and final completion of our road to the West line of the State of New Hampshire, the Directors are authorized to issue bonds of the Company to an amount not exceeding $3,300,000, payable in not exceeding 30 years, with interest semi-annually at the rate of 6 per cent per annum, principal and interest payable in gold, and to secure the same by a mortgage of the road located and to be located in Portland, in the State of Maine, and thence to its terminus at the Western boundary line of the State of New Hampshire, with all the land and tenements, rolling stock, stations, fixtures and franchises thereof and appurtenances thereto, together with any and all rights by leave or contract, which may be hereafter acquired in any and all railroads forming parts of a continuous line from Portland and Ogdensburg, now owned or held or that may be hereafter acquired for the use of said company. A portion of said bonds, amounting only in the aggregate to twenty-five hundred thousand ($2,500,000) dollars, to be issued to provide for the construction, completion and equipment of the whole of said railroad, the remaining ($800,000) eight hundred thousand to be appropriated to and to be used only for the liquidation and removal of a prior incumbrance on that portion of said railroad extending from Portland, Maine, to Bartlett, New Hampshire.

Voted, That the Directors be and they are hereby authorized to fix the details of said bonds and mortgage and to do all acts necessary to carry the foregoing vote into effect and to dispose of the said bonds of the company in such manner and on such terms as they shall consider for the best interests of the company, and to select three trustees to whom the aforesaid mortgage shall be made.

Automatic Signals.

An automatic telegraph signal has been placed at every cross street upon Fourth-ave., from the great depot to Harlem Bridge, by the Hudson River and New-York Central Railroad Company. The signal is displayed by the showing of a red or white color in a glass disc, elevated some 20 feet above the ground by a wooden structure, which also shields the telegraph wires. When a train arrives at certain points, the magnetic current acts, and the red color of danger covers the white disc of safety, giving the driver of an approaching carriage upon a cross street ample warning. The danger signals face toward the rivers, but others of the same construction are placed in the center of the blocks at regular intervals, with the disc toward the north and south, indicating the position of moving trains also in motion, the orders of the railway officials being that every train shall be separated by at least a mile.

It is probable that the signal posts will be placed in every village upon the several routes, they having already been provided for many villages within a few miles of this city.

Port Huron and Lake Michigan Railroad.

Those of our readers who are interested in the progress of the Port Huron and Lake Michigan Railroad will be interested in the subjoined item from the Port Huron *Times* of Oct. 26th:

The new freight depot building and engine house of the Port Huron and Lake Michigan Railroad in this city have been completed and occupied. At several stations on the line new buildings have been erected. Work on the west end is progressing satisfactorily, and it is expected that iron will be laid to Flint early next month. The Sarnia Canadian says that arrangements are being made to run an express train over the Port

Huron and Lake Michigan and Great Western Railroad as soon as Flint is reached.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$151,358 07	$140,300 65
" freight	296,700 38	295,111 77
" mail	8,649 96	8,649 96
" U. S. Gov., etc	2,082 77	1,009 18
	$467,956 58	$453,715 39
Expenses, viz:		
Conducting transp.	$69,715 55	$75,495 26
Motive power	96,477 01	92 654 74
Maintenance of way	82,996 56	75,748 48
Maintenance of cars	19,609 23	20,364 92
Taxes, fees, etc	7,100 00	3,441 27
	$275,898 35	$267,704 67
Net earnings	$192,058 23	$186,010 71

From which deduct extraordinary expenses in 1870-'71—

New locomotives	$36,000 00	
New cars	15,000 00	
Renewing iron rails	15,000 00	
New water stations	3,500 00	
Paid on Union Passenger Depot	16,000 00	
Additions to way depots	2,500 00	
		88,000 00
Net over all expenses		$98,010 72

In 1869-'70 the extraordinary expenses were $53,000, leaving the balance of earnings at the close of that year $139,058 23. The ratio of ordinary expenses to gross receipts is 59 per cent. A comparison of items of gross revenue with the same for the previous year, will show a decrease in receipts from passengers of $10,057 42, and from freights, express, etc., of $4,183 77, making a total decrease of $14,241 19. The ordinary expenses during the same time decreased $8,193 68. The President in his report says:

All things considered, the exhibit is perhaps quite as favorable as the stockholders expected. The multiplication of rival roads, and the effect of increased and increasing competition, has been long foreseen, and officially noticed in previous reports. Since the completion of the Selma, Rome and Dalton Road, and the extension of the South and North Road from Montgomery to Calera, the effect of competition for travel has perhaps reached its *maximum*. Roads progressing in Georgia, and others contemplated, if built, will probably add as much as they will take from our travel. A more perfect communication, however, between Montgomery and Louisville, by way of Nashville, and between the same point and St. Louis, by way of Vicksburg, may still affect, injuriously, our business in the transportation of provisions.

The stockholders are aware that the competition from which we have most suffered, and from which we have most to fear in the future, is competition for what is called through business, or business connected with distant points. This is never a safe or reliable business, of which the stockholders have been frequently reminded. In the report of 1868, it is stated that—"as a general rule, the conviction is gaining strength, that no road should be built as an investment, unless its local business will pay an interest on the cost. The only exceptions will be a few great thoroughfares, the shortest and most direct between important points, and presenting such advantages in distance and business attractions as to shut out all competition."

In the same report the elements of a good local business are confidently referred to, and may be here repeated.

1st. We have the growing and prosperous city of Atlanta with all its business attractions and resources for our Eastern terminus.

2d. Our road runs through a well-settled and productive country its entire length, affording a good local business, which, of course, belongs to us.

The road transported the last year, of cotton, strictly local, 42,747 bales, and of cotton shipped from points beyond West Point, 24,731 bales.

To this local business may be added, with equal safety, the travel between Atlanta and Columbus, Montgomery, Pensacola, Mobile, New Orleans, Selma, and all points West, for which, with existing improvements, there can be little or no competition.

Very few roads of equal length and capital, exhibit more reliable means for profits and fair dividends. Our capital is small and we have no debt worth notice. The stockholders should therefore not be discouraged by a reduction of income, from increased competition, either actual or threatened. The large profits of former years, of course, cannot be expected, but with close management and judicious economy, it is hoped that the restoration of property may be continued, and fair dividends also continued to the stockholders. The large extra expenditures made necessary by the war, may be greatly reduced, and perhaps confined to a renewal of the iron. In connection with this subject, however, it may be proper to observe, that the prospect for railroads in Georgia for the ensuing year are not very encouraging. There is every indication of a very small cotton crop, whilst the provision crop promises unusual abundance. These indications may be satisfactory to the country, but promise but light business for railroads.

Since our last meeting, the Western Road from Montgomery to Selma, has been finished. This places us in free all-rail communication with Vicksburg and the contemplated Pacific line. This improvement, long needed and desired, is of great importance to all its Eastern connections. But from the condition of the Selma and Meridian Road, and the imperfect connections of the Western Road with it, we have not as yet derived all the advantages expected from that important improvement. It is the last link in an unbroken all-rail line between Vicksburg and the South Atlantic ports, and on the shortest line between the Pacific and Atlantic coast, by several hundred miles. Strong efforts are making by Northern interests and Northern capital, to monopolize and divert the immense traffic that must ultimately crowd upon this great Southern Pacific line—the construction of which is said now to be a fixed fact. San Diego, on the Pacific and Savannah, Port Royal, Charleston and Brunswick, on the Atlantic, are the natural termini of this great trans-continental line, and nature and geography will ultimately assert their claims, and cannot be entirely ignored.

We have close business connections with the Western and Atlantic Railroad, and much of our traffic and travel passes over that road. This is especially true of our provision trade, which has constituted our heaviest summer business. We are, of course, much interested in the condition of that road, and the promptness and efficiency with which its business is conducted. The road had become much run down and dilapidated, and connecting roads were suffering greatly from its want of efficiency and promptness in management. The State declined to make further appropriations for a work that afforded no relief to the Treasury, but on the other hand was rapidly running the State deeper in debt. The policy of a lease was decided on, and the property was offered for lease in December last.

For reasons above stated, the Board deemed it a duty to co-operate with other roads, alike interested in offering every facility to a measure that promised to place the road upon a better footing, and secure more prompt and efficient management. The Board accordingly joined others in endorsing the bond given by the lessees to whom the lease was awarded. The object was deemed important, whilst the responsibility is merely nominal, and the matter is only mentioned as a part of the action of the Board since our last meeting. The Board have not been disappointed. Large appropriations have been made by lessees for improvement of track and increase of outfit, and the business is now done with regularity and dispatch.

When we are informed by the Superintendent that there has been but one mail failure during the year, and that from the breaking of an axle, and that the accident alluded to is the first and only failure in five years, it is hardly necessary to remind the Board of the watchfulness and fidelity of the officers in the past as in former years. Such regularity of service and freedom from accident is believed to be unprecedented.

The company have 19 locomotives, 6 passenger, 4 baggage, 1 express, 4 cab, 1 shanty, 71 box, 19 stock, and 25 platform cars. Number of through passengers carried, 12,148; number of way passengers, 49,567—total, 61,715; against 62,375 in the previous year, a decrease of 660. Tons of freight transported, 76,090, against 73,120 in the previous year—an increase of 2,970.

BALANCE SHEET, July 1, 1871.

Road outfit and real estate	$1,200,129 51
Bills receivable	20,697 20
Supply fund	2,500 00
Interest account	1,653 31
Dividends of July and December	101,170 10
Due by agents and connecting roads	102,755 46
Road expenses for the year	355,704 67
Cash	14,576 81
	$1,799,187 06
Capital stock	$1,232,200 00
Bonds of the company	27,000 00
Profit and loss July 1st, 1870	82,599 66
Dividends unpaid	698 00
Due to agents and connecting roads	2,974 01
Road earnings for the year	453,715 39
	$1,799,187 06

President.—HON. JOHN P. KING.

Directors.—R. Peters, John E. Robinson, L. B. Lovelace, W. B. Berry, F. Phinizy, John F. Moreland.

General Superintendent.—L. P. GRANT.

Secretary & Treasurer.—W. P. ORME.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$208,349 94	$210,043 42
" freight	279,505 68	293,437 57
" express	14,334 38	15,418 03
" mail	9,583 34	10,500 00
" rents and storage	1,872 00	5,370 90
" use of engines and cars	3,158 83	3,403 31
	$516,804 17	$538,173 23
Expenses, viz:		
Running road	$80,972 99	$82,313 30
Maintenance of track	128,620 53	137,200 75
" structures	15,919 20	14,741 05
Repairs of machinery & cars	51,789 59	48,555 44
General expenses	70,021 17	80,560 21
Change of line at Vincennes	2,781 41	4,645 12
	$350,104 98	$368,015 87
Net earnings	$166,699 28	$170,157 36
Interest and taxes	116,652 48	111,147 59
Balance	$50,046 80	$59,009 77

The receipts from all sources during the year were $538,373 23; and the expenditures $564,682 21—showing an increase in expenditures of $26,308 98. The expenditures embrace:

Operating and maintaining road	$368,015 87
Interest on bonds and loans	101,013 18
Taxes	10,134 41
Redemption of 31 bonds for Sinking Fund	29,987 00
Increase in wood and supplies	7,318 04
Stock subscription to E.T.H. & C.R.W.	10,000 00
Construction	15,369 78
Equipment	22,843 93
Total	$564,682 21

The gross earnings of 1871 are $538,173 23, being $21,369 06 in excess of the gross earnings of the previous year. The working expenses, including very extensive renewals of track, are $368,015 87, being $17,910 98 in excess of last year, and leaving for net earnings the sum of $170,157 36, of which $141,134 59 has been applied to the payment of interest and taxes and the stipulated appropriation to the sinking fund, leaving a balance of $29,022 77.

The capital account has been increased during the year as follows:

Fencing	$4,465 67
New buildings	4,838 75
Track to the Ohio River	5,165 36
Construction account Rockville Div.	900 00
New engine	11,191 80
Freight cars	11,652 13
	$38,213 71

The total cost of the road and equipment to date is as follows:

Construction	$2,432,427 70
Equipment	395,813 92
	$2,828,241 62

This cost is represented by—

Common stock	$1,044,252 93
Preferred stock	100,000 00
Seven per cent. bonds	1,154,000 00
Earnings expended	529,988 69
	$2,828,241 62

Three miles of additional side track have been laid down during the year, and the renewal of rails and ties in the main track have been far greater than in any previous year, 68,775 cross-ties have been purchased at a cost of $25,073 20, and 982 tons of best English splice bar Iron Rails, at a cost including splices, of $77,537 19
Less the proceeds of 720 tons old rails taken out of the track and sold for .. 31,602 22

Leaving the net cost of the new rails .. $45,934 97

There have also been repaired in the Blacksmith Shop of the company 1,038 rails at a cost of $1,155 39.

The length of track relaid with new rails is 11 2-5 miles, and with repaired rails about 2 miles.

Three thousand and forty-three car loads of gravel ballast amounting to over 18,000 cubic yards have been put upon the road during the year, and 200 lineal feet of trestle work ranging from 10 to 15 feet high have been filled up.

The length of track now laid is as follows:

Main Line Evansville to Terre Haute	109 miles.
Rockville Extension	23 "
Sidings	15 "
Total	147 miles.

One new coal burning freight engine has been purchased and placed upon the road at a cost of $11,191 80.

There have been constructed in our shops one new caboose, two compromise box, and twelve coal cars, and 25 box and 2 platform cars have been rebuilt in addition to ordinary repairs.

The equipment of the road is now as follows: 16 locomotives, 10 passenger, 1 paymaster's, 4 baggage, 6 caboose, 81 local freight box, 44 compromise box, 30 platform, 54 coal, 10 stock, 10 construction, 34 hand and 24 push cars.

The train service for the year is as follows:

Miles run by passenger trains	162,201
" freight trains	143,956
" construction trains	39,575
Total mileage of trains	345,732

Showing an increase over the previous year by passenger trains of 2,305 miles; freight 20,766; construction 15,825. Total increase, 38,896 miles.

The number of freight cars hauled during the year is:

Loaded cars	22,393	Mileage	1,456,701
Empty	9,312	"	407,699
Total cars	31,705	Mileage	1,864,400

Showing a gain over previous year of 1,862 loaded, and 555 empty cars, and of 190,176 miles run.

The tonnage of freight carried during the year is as follows:

Through freight	77,000 tons.
Local "	103,000 "
Total	180,000 "

Being 8,000 tons of through, and 13,000 tons local freight in excess of last year.

We have received for the carriage of this freight an average of $1 30 per ton for through, and $1 87 for local, being 5 cts. per ton on through and 19 cents on local, less than was realized last year.

The number of passengers carried during the year is 155,795, being 11,704 less than last year, but notwithstanding the falling off in numbers carried, there has been an increase of revenue from this source amounting to $1,693 48; showing that the average distance traveled by passengers was greater than in previous year.

Pursuant to agreement with our bondholders 31 bonds of $1,000 each have been redeemed by the sinking fund during the year, making a total of 86 bonds redeemed to date.

The Evansville, Henderson and Nashville Railroad, our long-looked for direct Southern connection, was opened for business last April. As yet we have not received any great accession of business from this connection, but within the last two months it has drawn a considerable quantity of breadstuffs and other commodities down our line to the Southern markets.

The lines destined to form our direct connection with Chicago are still delayed in their completion, but are expected to open for business before the closing in of the Autumn. The direct line over our road, between Chicago and Nashville, being the shortest practicable line between those cities, must at an early day, by good management, very materially increase our traffic.

The "St. Louis and South Eastern Railway" now being constructed between St. Louis and Evansville, on a line only 160 miles long, is expected to open for business in November next.

This line when opened, will so far affect our interests, as to take from us all our St. Louis and Evansville business, causing a loss of traffic which we shall sensibly feel, and which we think will be but partially compensated by any fresh traffic which it will bring to our road, for the first year or more. We have united with this new company, in laying down a track from a point on our line near our city depot, to the depot and yard of the new company on the bank of the River. The St. L., and S. E. Co., is now perfecting a transfer track for the joint use of the two companies, down to the waters' edge of the Ohio River, near its depot. This connection of our road with the river, will greatly facilitate the transfer of heavy freight between the Railroad and Steamboat Lines.

Within the year now entered upon, it is expected that the Louisville, New Albany and St. Louis Railroad, which crosses our line at Princeton, will be open from New Albany to the Wabash, if no further.

This new road will divide with us the business of Princeton, the best local station on our line, and notwithstanding any new business it may bring to us at that point, will probably for a while, very sensibly diminish our earnings.

Our trains have been run during the year with even more than their accustomed regularity, and our engines have been maintained in a more efficient condition than ever before.

The same good Providence heretofore experienced has still attended us throughout the year, and up to its close no casualty has befallen any employee or passengers upon our trains.

The officers and employees of the company have been, as a rule, industrious, efficient and faithful, for which the acknowledgements of the managers are now tendered.

GENERAL BALANCE SHEET, Aug. 31, 1871.

Construction of road		$2,432,427 70
Equipment		395,813 92
Real estate		10,035 21
Fair ground stock		1,000 00
E. T. H. & C. R. W. stock		10,000 00
Fuel on hand	$13,000 00	
Supplies in shops	22,848 53	
		35,848 53
Cash	$14,551 94	
E. H. & N. R. R. bonds, $8,000 cost	6,800 00	
Bills receivable	5,989 31	
Accounts receivable	20,170 97	
Due from agents	10,014 40	
		57,526 62
		$2,942,651 98
Capital stock paid in		$1,002,871 13
Fractional script		7,847 73
Unclaimed stock dividends		33,534 07
Preferred stock		100,000 00
Seven per cent. bonds, Main Line	$1,090,000 00	
Less redeemed by sinking fund	86,000 00	
		1,004,000 00
Seven per ct. bonds, Rockville Ext.		150,000 00
Accounts & bills payable	$47,850 20	
Due other lines	14,148 89	
		61,999 09
Income account:		
Earnings expended in construction	$539,988 69	
Balance of account	52,411 27	
		582,399 96
		$2,942,651 98

President and Superintendent.—JNO. INGLE, JR.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, W. Baker, Evansville; L. S. French, Patoka; J. W. Maddox, Vincennes; J. Alsop, Carlisle; H. K. Wilson, Sullivan; C. Rose, J. H. Turner, W. R. McKeen, Terre Haute; G. K. Steele, J. J. Daniels, Rockville.

Secretary & Treasurer.—J. E. MARTIN.

Assistant Sup't.—L. PEARSON.

☞ The holders of the several classes of the Jackson, Lansing and Saginaw Railroad bonds are notified that the Michigan Central Company proposes to work the road in future, and that the bonds of the former can be exchanged for Michigan Central Eight per cent. bonds, free of Government tax, dated Nov. 1, 1871, and payable in twenty-five years. Parties desiring to make the exchange should notify Isaac Livermore, Treasurer, at Boston on or before the 10th of December next.

☞ The Knox and Lincoln railroad, extending from Bath, Me., via Wiscasset, Damariscotta and Waldoborough, to Rockland, a distance of 46½ miles, was completed on the 29th ult., and through trains commenced running on the 1st inst., connecting at Bath with the trains of the Maine Central Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 5
Atlanta and West Point. 100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan. '70 4½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,560,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	Jul'y '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J&O	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont.100	459,900	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '71 3
Boston and Lowell.....100	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	Nov. '71 3
Boston and Providence ..100	3,700,000	M. & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt'n.100	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Oct '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69.	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul'71 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'71 3½
Cayuga & Susquehanna.* 50	689,110	J. & J.	July 71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov 71 3½
Central of Georgia.....100	4,666,300	J & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Oct. '71 2½
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	18,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,247,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '71 4
Cincinnati City Passenger...	.....	J'n & J'y	Jan. '68 2
" Street	.....	J. & J.	Jan. '68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug '71 4½
Cleveland & Mahoning*... 50	2,000,750	M. & N	Nov '71 3
Cleveland and Pittsburg.. 50	7,494,588	F.M.A.N	Nov '71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,756,800	M.J.S.D.	Sept. '71 2
Concord 50	1,500,000	M. & N.	Nov. '71 5
Concord & Ports., guar...100	350,000	J. & J.	July '71 3½
Coney Island & Brooklyn R.	500,000	.....	.....
Conn. & Passum'c. pref. 00	2,084,200	F. & A.	Aug. '71 3
Connecticut River 50	1,[illegible]	J. & J.	July '71 5
Cumberland Vall. V. 50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*...100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec. '70 6s
Des Moines Valley.....100	1,520,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '70 2½
Dubuque and Sioux City*.50	5,000,000	J. & J.	July '71 2
do. do. pref.100	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,000	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N	May'71 2½
Do. do. pref. 50	500,00.	J. & J.	Jun. 71 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,536,900	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,448	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '71 3
Granite.....100	.....	M. & S.	Mar. '71 4
Green and Coates St.(P 50	160,000	J. & J.	July '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Oct. '71 3
Hannibal and St. Joseph.100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '61 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	July'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	17,716,400	J. A. J&O	Oct. '71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Sept. '71 2
Little Schuylkill*..... 50	2,846,100	J. & J.	July '71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul. '71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati.... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston.100	5,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 1
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec. '70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269 820	.....	.....
Montgomery & W. Point.100	1,[illegible]44,104	J. & D.	Dec. '67 4
Morris and Essex*..... 50	1 ,000,950	.....	Jun. '71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July 71 4
Nashua and Lowell.....100	720,000	M. & N	Nov. '71 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	M. & N.	Nov. '71 4
New Haven & N London.100	738,588	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 350	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Nig. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb. '71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	July '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun. '71 3½
Oil Creek & Allegheny R. 50	4,258,450	J.A.J&O	Oct. '71 2½
Old Colony & Newport ..100	4,959,020	J. & J.	July '71 3
Orange and Newark	289,550	.....	.....
Oswego and Syracuse.... 50	482,400	F. & A.	Feb. '71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A.J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	J. & D.	Dec. 71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,901,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept. 71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	July '71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun. '71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July '71 4
Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Raleigh and Gaston.....	.....	.....	July '71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Apl '71 3½
Richmond and Danville ..100	4,000,000	.....	.....
Richmond and Petersb'g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov. '67 2
Rome, Watert. and Og'nb.100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute.100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. '71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov. '70 4
Second Avenue (N. Y.)...100	670,000	.....	July '70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line.....100	636,200	J. & J.	Jul. '71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	Nov. '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Aug. '71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267 300	M. & N.	Nov. '70 3
Stockbridge & Pittsfeld*100	448,700	.....	.....3½
Summit Branch 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July '71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	July '71 2
Tol., Peoria and Warsaw.100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	J January,	1870, 11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May 70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov. '70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July 70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug. '71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac...	.....	J. & J.	Jan. 71 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 1½
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug 71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug. '71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
" " (pref.) 50	2,898,977	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept. '69 3
West'n Union Telegraph.100	35,000,000	J. & J.	Jan. '70 2
American Coal..... 25	1,500,000	M. & S.	Sept. '71 3
Ashburton 50	2,500,000	J. & D.	Dec. '68 4
Butler Coal..... 25	500,000	J. & D.	Dec. '70 2
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....	.....	J. & J.	Jan. '71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express.....100	6,000,000	FMA&N	N'v. '69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug. '71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1871.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	105½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,714,000	6	Jan. & July.	1880	115½
.. ..coupon	4,701,000	6	" "	1880	11[illegible]
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,800,500	6	Jan. & July	1881	115½
.. ..coupon	64,520,700	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	80,566,050	6	May & Nov.	1882	110[illegible]
.. .. .. (5-20s).....coupon	380,765,750	6	" "	1882	111½
Loan of March 3, 1863.....registered	53,352,650	6	Jan. & July.	1881	115½
.. ..coupon	21,647,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,497,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s).....registered	41,610,500	6	May & Nov.	1884	110½
.. .. .. (5-20s).....coupon	41,995,700	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	44,839,900	6	May & Nov.	1885	109½
.. .. .. (5-20s).....coupon	120,622,800	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	65,081,550	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	169,685,800	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	91,037,800	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	235,847,650	6	" "	1887	113½
.. .. 4th series (5-20s).....registered	12,411,000	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	26,931,900	6	" "	1888	11[illegible]
Loan of March 3, 1864, (10-40s)....registered	137,810,150	5	Mar. & Sept.	1904	10[illegible]
.. .. .. (10-40s).....coupon	56,757,200	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,471,150	5	F. M. A. & N.	1881	....
.. .. coupon	7,955,350	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	27,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110[illegible]
U. S. Notes and Fractional Currency.....	394,660,231	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	93
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99[illegible]
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	65
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	110½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000		.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'99	94
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	107½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	107½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	36½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,729,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	27½
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	103½
.. — .. (").....	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	101
.. —	7,890,550	6	" "	1877	95
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	95
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	100½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1833.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	44½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	37
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	38
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	66
Vermont—War Loan Bonds.....	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	60½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	60
.. — .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	91¼
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn.& Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)...gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F.& P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C.& Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage } Camden and	498,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage } Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	25
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund.....gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88¾
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	94
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,606 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv. (C&NW):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84¾
Central Pacific of California:						
1st *Mortgage*.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	...
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char.& S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	93
1st Mort. (Va.Cen.RR.205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl.R.R.(30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han.R.R.(45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR(44m) guar	960,000	8	April & Oct.	" "	1890	100
Keokuk & St. Paul (42¾ m.) guar.	1,000,000	8	" "	Boston.	1879	98
Ott., Osw. & Fox Rv. Vl.RR.(70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib.RR(31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R.(40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. .....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee (C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort. (Mad.Exten.) 126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Men.Exten.) 120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	100½
Chi. & Southwes'n (C.,R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 .....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. skg f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta (C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	85½
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	70
Columbus & Ind.Cen. (C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	86
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J. (K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	1[illegible]00	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis (T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant) ..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) .....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han. (C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	96½
Loan of 1865	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97¼
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	85
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103¾
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	---	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	91
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	86
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	91½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1896)	416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86¾
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104⅞
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,255,000	7	May & Nov.	" "	1885	100¾
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	98½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	225,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18.5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken)	159,500	6	Feb. & Aug	"	1870	....
Mansfield & Framigh. (B.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	89¾
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	82½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1839....gold	14,000pm	7*	Feb. & Aug.	Philadelphia	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	885	....
Tenn. Loan.....	1,864,387	6	" "	" "	.890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108¼
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	87¾
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	100¾
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	91½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93¾
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,254,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'95	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91½
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	...
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,161,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93¼
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000..	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	300,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(L.&N.S.).						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99¾
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage (York & Cumb RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	91¾
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	...
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90¾
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91¼
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	530,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94¾
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100¾
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	91½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92¾
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	76
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Frederickburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	798,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	84¾
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98¾
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1,1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,005	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-,90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90¾
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	87⅝
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	74½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	77
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	"	1891	36¾
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	295,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	78
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79¾
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00 ,000	8	" "	" "	'87- 97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95¾
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	84½
Mortgage Loan	2,0 0,000	6	" "	"	1897	10½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	90¾
Convertible Loan	1,996,879	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	77¾
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	80
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	62
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	18-3	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac....New York	2,881,918	*	....	....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga....Alabama.	10,500,000	*	....	—	2,700,000	7,893,000	2,500,009	—	296.0	....	....	....	....	....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	....	....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	90
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin....Maine.	800,000	*	....	....	....	425,000	....	....	68.0	139,949	....	....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge....Maryland.	445,000	*	—	—	350,000	—	—	—	20.5	....	....	....	....	....	—	50	....
Mar. 31, 1871	28.0	—	1.8	—	—	—	—	—	Ashuelot....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	....	....	....	—	1,815,000	930,000	—	—	42.0	87,679	....	....	182,580	78,839	—	100	....
May 31, 1871	53 0	—	....	172.0	....	....	....	....	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	....	....	....	—	....	848,000	—	—	....	....	....	....	....	....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point....Alabama.	1,200,129	*	2,500	138,020	1,232,200	27,000	3,672	77,787	86.7	....	....	....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,595	*	....	....	29,598,695	29,999,000	....	—	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	....	344.0	616,110	....	....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶.N.Carolina.	2,177,028	*	....	....	1,795,225	200,000	87,772	88,811	95.0	94,598	....	....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶....Missouri.	25,250,000	*	....	....	15,000,000	10,250,000	....	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	—	—	....	3,994,900	8,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,812	*	—	....	194,250	20,000	....	—	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley....Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	....	....	....	8,427,728	2,974,268	8	100	139
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	....	....	....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch....W. Virginia.	—	—	—	—	5,680,685	—	1,593,629	—	103.5	....	....	....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	....	....	....	....	Baltimore and Potomac....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	600,000	99,000	....	—	267.0	54,310	....	....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	—	....	—	—	Bellville and Southern Illinois....Illinois.	....	—	—	—	....	1,100,000	—	—	—	—	....	—	—	—	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware....New Jersey.	4,125,365	*	—	....	995,800	2,244,500	970,468	—	80.0	....	—	—	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	—	—	—	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany....Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	....	....	10 mos.	5,785,987	863,186	10	100	152
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	....	....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	[illegible]	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	....	....	....	....	....	....	....	—	177.0	....	....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.9	37.6	—	82	38	18	780	Boston and Lowell....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	....	....	10 mos.	934,754	186,879	8	100	138
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	....	....	10 mos.	1,563,658	511,550	10	100	146
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	....	....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany....Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	....	—	....	....	....	....	....	....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	....	....	2,286,000	583,500	....	—	—	(Le	ased & op	erated by	Erie.)	....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	28	Buff., Corry and Pittsb....N. Y. & Penn.	1,366,250	127,370	....	....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	1½	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron....Canada.	6,492,790	—	....	....	2,625,000	3,867,790	....	—	—	(Leased	& oper. by	GrandTru	nk.)	250,000	7	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	*	....	....	950,000	2,389,000	....	—	—	(Leased	& oper. by	Erie.)	....	....	—	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington....Penn. & N. Y.	587,292	43,929	....	....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	....	....	2,445,000	2,445,000	....	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*....Iowa.	11,381,183	1,478,678	133,071	—	1,638,132	10,855,700	....	2,156 846	—	....	....	....	2,156,846	1,041,042	—	100	104
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	....	....	—	—	—	3,360,000	—	—	—	(Operat	ed by Bur	lington &	Mo. River.)	....	—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	5,500,000	....	—	—	1,000,000	400,000	—	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.)	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific....California.	6,000,000	*	....	—	3,500,000	2,500,000	....	—	141.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	....	....	....	....	Camden and Amboy....New Jersey.	12,527,160	*	....	....	5,847,800	9,570,059	....	—	....	....	....	....	....	....	10	100	128
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	996,100	159,473	50,699	60.0	....	....	....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	....	....	10 mos.	212,924	62,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville....Penn.	742,157	*	—	....	426,900	—	—	—	24.0	97,775	....	....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa....Penn.	3,826,500	*	....	....	3,359,500	441,850	....	....	67.5	337,491	....	....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna....New York.	589,110	—	—	....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	....	....	....	....	....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,236,000	—	....	—	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	....	—	1,000,000	3,200,000	—	—	100.0	....	....	10 mos.	182,563	....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia....Georgia.	4,680,940	*	197,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	....	....	....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	106½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio....Ohio.	5,500,000	*	—	....	3,000,000	2,500,000	—	....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	....	....	54,001,960	71,349,000	....	....	....	3 502,103	....	....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	....	....	....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung....New York.	400,000	—	—	—	380,000	—	—	....	—	(Oper.	by Erie &	N.Centrl.)	30,000	....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	....	40.0	....	....	....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	18	310	Chesapeake and Ohio....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	....	....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire....New Hampshire.	2,867,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63 8	468,288	....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley....Pennsylvania.	1,371,900	—	....	....	871,900	500,000	455,000	....	—	(Leased	and oper.	by Phila. a	nd Read.)	....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	....	....	4,849,405	2 063,299	10	100	113½
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,29[illegible],928	1 964,3[illegible]7	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	130

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	166,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0	(Re-orga	niza. of Ch	n. Peru &	Chic.)	.....	—	100	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	5,000,000	—	.....	.....	2,500,000	2,500,000	.....	—	—	(Is now	completed	to Danv.)	1,220,882	557,950	10	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	*	1,832,950	.....	.....	3,916,000	810,000	.....	—	—	(Leased	& oper. by	C.&N.W.)	11,694,914	5,383,408	10	100	60¼
May 31, 1871	834.4	—	192.4	240.0	264	106	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	*	—	—	—	35,135,975	18,049,000	1,188,257	333,559	1,156.0	—	100,802,521	268,417,381	—	—	8	100	—
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	439,304	1,354 451	17,000,000	8,717,742	59,988	2,719,378	591.0	(Will be	completed	in 1871.)	6,028,287	2,622,828	—	100	100¾
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	.....	—	7,000,000	5,000,000	—	—	—	3,610,117	44,609,479	151,864,519	.....	—	—	100	...
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	.....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	—	345,000	500,000	—	—	—	(Will be	completed	in 1871.)	24,379	2,096	8	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick .....Mo.	845,000	—	—	—	75,000	1,404,680	252,529	—	40.0	(Leased	and oper. b	y North M	1,270,622	588,940	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	—	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	and Laf.)	.....	—	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	2,000,000	2,000,000	—	—	—	(Leased	& oper. by	Ind., Cin.	261,277	26,713	6	100	...
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	*	—	—	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	Kentucky	Central.)	.....	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	—	—	—	1,000,000	—	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	—	100	...
Jun. 30, 1871	13.0	—	0.3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	—	—	—	400,000	400,000	—	—	—	(Leased	& oper. by	Cin.& Zan	esville.)	.....	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	—	—	—	—	132.1	(Reorga	nization of	—	152,136	44,851	7	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio.	.....	.....	.....	.....	.....	.....	.....	—	42.0	.....	.....	—	810,476	272,432	7	100	19¾
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	171.0	603,581	6,090,000	21,667,196	3,328,281	980,044	—	100	82¾
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	390.4	2,609,033	27,294,924	148,875,51.	West'rn.)	.....	10	50	...
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	—	192,365	—	(Leased	& oper. by	Atl. & Gt.	199,157	60,817	—	100	...
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio	3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	76.7	.....	.....	.....	2,763,741	1,137,430	—	100	122¼
Jun. 30, 1871	73.7	—	5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	213,133	418,666	1,150,000	143,000	—	—	225.0	1,157,478	19,488,051	96,807,404	3,293,193	1,107,470	10	100	17¼
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg.....Ohio & Penn.	11,278,837	*	—	—	7,494,588	3,781,344	412,512	222,192	—	(Leas. &	oper. by Pi	ts.C.&S.L.)	372,229	210,914	7	100	—
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Cleveland and Pittsburg.....Ohio, Ind & Ill	37,010,174	—	—	—	13,000,000	24,010,174	—	—	69.8	244,386	.....	.....	.....	.....	10	56	164
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	2,375,121	472,034	—	—	848,964	1,616,000	—	—	119.5	.....	.....	.....	.....	.....	10	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Columbus and Hocking Valley .....Ohio.	1,500,000	*	63,040	106,631	1,500,000	—	109,853	59,819	—	(Leased	& oper. by	Concord.)	695,587	283,665	6	100	...
Mar. 31, 1871	41.0	—	6.5	—	—	—	—	—	Concord.....New Hampshire.	1,108,859	—	—	—	350,000	—	—	—	143.3	337,464	6,268,110	8,578,675	591,972	217,174	—	100	...
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Concord and Portsmouth..N.Hampshire.	3,145,380	*	191 939	44,134	2,126,778	1,015,229	29,499	209,947	53.4	.....	.....	(10 mos.	.....	.....	—	100	138¾
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut and Passump. Riv..Vermont.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,8 4	319,422	—	—	—	—	—	—	—	100	...
Dec. 31, 1870	—	—	—	44.0	...	...	...	.....	Connecticut River .....Massachusetts.	982,000	—	—	—	789,251	—	194,752	—	—	—	—	—	—	—	6	50	...
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	.....	Connecticut Valley.....Connecticut.	1,599,393	*	—	—	1,419,305	81,000	—	—	—	(Oper.	by Phila.	& Trent.)	.....	.....	—	100	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecticut Western.....Connecticut.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(per.	by Northe	rn N. H.)	.....	.....	—	50	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	257,000	—	—	—	200,000	30,000	—	—	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Contoocook River .....New Hampshire.	447,528	—	—	—	307,383	100,000	28,606	—	7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cooperstown and Susquehanna..N.York.	384,228	*	—	—	300,000	—	—	—	34.0	286,186	.....	(10 mos.	690 026	158,977	8	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cornwall ....Pennsylvania.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland and Pennsylvania.Maryland.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Cumberland Valley.....Penn. & Md.	581,079	87,783	24,909	12,982	400,000	300,000	—	6,454	—	(Nearly	completed	at date.)	.....	.....	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	.....	Danbury and Norwalk .....Connecticut.	1,397,716	*	400,000	—	568,900	1,006,500	222,316	—	—	(Being c	onstructed	at $26,000	pr.mile.)	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Danv., Hazleton & Wilkesbarre....Penn	1,018,000	*	—	—	258,000	830,000	—	—	141.4	.....	.....	.....	1,062,406	395.011	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Davenport and St. Paul.....Iowa	5,096,359	730,256	—	156,825	2,398,972	4,245,000	124,968	—	31.8	.....	.....	.....	124,327	15,071	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Michigan .....Ohio.	600,746	*	—	—	82,350	527,449	8,187	—	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Union .....Ohio.	850,000	—	—	—	309,276	701,000	—	—	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Dayton and Western.....Ohio.	2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	—	115.0	2,819,100	.....	(14 mos.	4,106,221	1,490,702	—	100	106¾
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware ¶.....Delaware.	15,100,000	3,725,000	.....	.....	18,808,850	3,3 8,000	2,650,000	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	Delaware, Lack. and Western.....Penn.	5,000,000	—	.....	.....	2,500,000	2,500,000	—	—	248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	*Denver Pacific* .....Colorado.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	189.0	690,924	.....	.....	1,421,122	503,223	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Des Moines Valley.....Iowa.	11,648,094	*	.....	.....	2,547,350	7,530,048	236,812	.....	57.0	(Leased	& oper. by	Mich.Cen.	)	.....	3	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit and Milwaukee.....Michigan.	.....	—	.....	.....	.....	.....	.....	.....	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Detroit, Lansing and L. Michigan ..Mich.	300,000	—	.....	.....	122,000	175,000	—	.....	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	.....	6	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dexter and New York.....Maine.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dorcester and Delaware .....Delaware.	480,000	—	.....	.....	480,000	.....	.....	.....	—	(U	under cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.3	50.0	4	2	4	77	Dover and Winnipissogee....New Hamp.	2,000 000	—	.....	.....	500,000	1,000,000	.....	.....	54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	Dubuque, Bellevue and Mississippi.Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	87
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dubuque, Marion and Western ....Iowa.	5,880,000	—	.....	—	5,000,000	880,000	—	—	—	(U	nd r cons.	to be comp	leted in 1	71.)	—	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	*Dubuque and Sioux City*.....Iowa.	741,000	—	.....	—	468,000	273,000	25,000	—	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0.3	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	2,406,173	*	.....	—	1,458,470	1,600,000	115,639	—	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	Dutchess and Columbia Counties...N. Y.	264,000	—	.....	—	89,800	175,000	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	100	...
Dec. 31, 1870	36.0	—	8.8	—	—	—	—	—	East Brandywine and Waynesb....Penn.	391,604	—	.....	—	392,550	—	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	100	76
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Mahanoy .....Pennsylvania.	1,484,290	*	91,018	521,331	1,109,200	495,900	—	—	270.0	.....	.....	.....	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	East Pennsylvania.....Pennsylvania.	9,164,695	*	900,578	171,922	1,969,624	5,019,056	235,407	2,552,957	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	107¼
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	East Tenn. Va., & Georgia ¶..Tenn & Ga	6,783,262	*	.....	.....	4,062,600	3,037,400	78,866	180,542	28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern.....Massachusetts.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leas. &	oper. y P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Eastern Kentucky.....Kentucky.	.....	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	100,000	80,000	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	98.0	—	2.0	92.0	9	4	2	132	Ebensburg and Cresson... Pennsylvania.	122,000	*	.....	.....	1,075,500	1,673,804	.....	.....	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	3,000,000	3,000,000	.....	.....	—	,Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	500,000	1,620,000	.....	.....	—	(Leas. &	oper. by N	. Central.)	165,000	.....	1¼	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	.....	.....	1,000,000	1,000,000	.....	.....	845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,354,601	—	100	28¾
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	.....	.....	83,636,900	23,398,800	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	.....	1,090,2 0	2,577,590	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	520,700	3,000,000	.....	.....	142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	.....	European and North American ¶..Maine.	2,404,792	182,279	223,511	.....	1,144,053	1,240,000	36,564	522,377	90.0	(No	returns of	operat'n.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	23.0	...	...	...	.....	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	2 000,000	1,000,000	.....	.....	31.0	(Con'e	nced oper.	in Jan. 18	71.)	.....	3¼	50	...
Dec. 31, 1870	5.8	—	—	—	—	—	—	1	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	300,000	750,000	.....	.....	5.8	.....	.....	(10 mos.	.....	26,814	3,799	8	100	...
Sept. 30, 1870	12.7	—	0.4	—	—	—	—	—	Evansville, Terre Haute & Chi. Ind.& Ill.	330,089	*	23,259	1,406	150,000	150,000	26 ,450	.....	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	—	100	...
Oct. 31, 1870	50.9	42.7	82.1	—	35	42	11	730	Fall River, Warren and Providence..R. I.	130,000	—	.....	.....	90,000	.....	35,800	.....	93.6	538,085	.....	(10 mos.	1,085,937	252,285	—	100	142¼
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Fayette County.....Pennsylvania.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	13.0	(Oper b	, Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	Fitchburg .....Massachusetts.	3,540,000	—	.....	.....	150,011	100,000	143,720	.....	100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	Flemington.....New Jersey.	393,731	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5.0	—	6	4	2	144	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	.....	.....	3,000,000	2,300,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	199.0	—	1.1	—	—	—	—	—	*Florida*.....Florida.	5,300,000	*	.....	.....	800,000	1,500,000	.....	.....	109.0	(Opened	for traffic i	n fall of 18	70.)	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	.....	.....	1,000,000	1,800,000	.....	.....	—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	—	.....	.....	80,000	14,000	65,632	—	23.0	69,544	.....	.....	62,912	5,834	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	—	.....	.....	283,745	—	99,267	—	—	(Rapidl	y approac	hing comp	letion.)	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	—	9	5	3	100	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	306,000	250,000	.....	.....	84.0	(Re-org	an. of Buff.	Bay., Braz.	& Colo.)	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Frederick and Pennsylvania Line ....Md.	500,000	—	.....	.....	.....	.....	.....	1,142,008	52.0	(Oper. b	y Receive	r.)	.....	.....	—	100	...
Mar. 31, 1871	171.0	61.0	23.2	—	52	23	10	589	Galv., Harrisburg & San Antonio..Texas.	.....	—	.....	.....	.....	750,000	.....	.....	232.0	910,753	.....	.....	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Galveston, Houston & Henderson.Texas.	.....	—	.....	.....	.....	211,235	625 953	.....	11.7	31,940	151,186	88,264	30,356	10,050	—	100	...
									Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	.....	.....	.....								
									Goshen and Deckertown.....New York.	289,361	.....	.....	.....	104,294	226,500	75,500	.....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Michigan Central.)			.....	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	64½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,822	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)					7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	675,644	.....	.....	2,412,150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)					—	100	....
Dec. 31, 1870	74.0	—	10.1	—	18	13	8	285	Housatonic.....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,057	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,250	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	—	—	25,296,880	6,869,500	.....	—	1,109.6	5,337,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	7½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,336	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....		—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....		—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)					7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)					8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3,027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	—	.....	306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)			.....		6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)					—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	28	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	—	—	.....	.....	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	—	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	—	—	.....	25,000pm	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	—	—	.....	.....	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	—	—	.....	.....	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1,300,000	1,300,000	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under construction.)					—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	100½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)					—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)					—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507		—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,816,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,090	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)					—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	3,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under constr. to be completed in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	—	—	6,000,000	5,000,000	—	—	—	(No returns—Is near completion.)					—	100	....
Dec. 31, 1870	18.0	—	....	92.0	..	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)					—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	6½	100	89½
Dec. 31, 1870	25.0	—	....	67.0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)					—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)					—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	.....	.....	289.0	(No returns of operations published.)					—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,848,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			934	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)					6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley........Pennsylvania.	600,000	....	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta........Georgia.	2,500,000	....	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	160	Macon and Brunswick........Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	....	....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western........Georgia.	....	....	....	....	2,500,000	150,000	—	195,862	166.0	292,258	....	....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin........Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶........Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	....	....	....	....	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	151
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	....	....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham........Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati........Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	....	....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon....Michigan.	2,650,000	*	....	....	2,500,000	150,000	....	—	40.0	166,280	....	11,093,783	745,291	326,750	—	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶...Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central........Mass.	....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	....	....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶..Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	....	....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock......Arkansas.	....	*	—	....	....	2,350,000	....	—	84.0	....	....	....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶........Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis.......Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers..New Hamp.	(Recenti	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	....	....	....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central......Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	....	....	4,978,070	1,439,866	10	100	117½
Dec. 31, 1870	56.5	—	2.9	—	....	....	....	....	Michigan Lake Shore.........Michigan.	832,085	*	....	....	41,048	880,000	....	....	56.5	(Comme	nced oper	ationsAug	29, 1870.)	....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton........Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford.....New York.	18,688	—	—	—	84,537	....	10,151	—	—	(In prog	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific........Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	....	....	—	100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County........Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	....	....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill........Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	....	....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	....	....	....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul........Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	893,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	56½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	....	7½	50	104
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point........Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	....	....	....	106,394	....	—	100	....
Dec. 31, 1870	—	—	—	140.0	....	....	....	....	Minnesota and North Western....Minn.	....	....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central......Miss. & Tenn.	....	*	....	....	....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River........Tennessee.	....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska..Mo. & Io.	....	—	—	—	....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas..Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	....	....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*........Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	....	....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	....	....	2,015,28[illegible]	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala........Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas..Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for$2	,500,000.)	85.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	....	....	....	....	Morris and Essex.......New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	94
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,409,849	5,191,427	411,980	83,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶..Tennessee.	3,380,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	....	....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶...Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	....	....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶.Tenn. & Ky.	....	....	....	....	....	....	....	....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck........Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	....	....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley......Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	....	10	50	101
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,279,793	—	—	—	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	....	....	....	....	Newark, Somerset and Straitsville..Ohio.	1,300,000	*	—	23,824	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	....	....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton........Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.......Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby........Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic.Conn.	....	—	—	—	850,000	2,200,000	—	—	—	(Under	construct	ion.)	—	....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	....	99.0	240,535	....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	....	....	....	....	New Jersey........New Jersey.	8,955,994	*	140,264	....	7,295,200	850,000	....	—	—	(Oper.in	cons. with	Camd. &	Amboy.)	....	10	100	120
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern.......New Jersey.	5,500,000	*	967,000	....	4,000,000	2,120,000	654,259	....	92.8	....	....	....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line......New Jersey.	....	....	....	—	3,000,000	3,000,000	....	....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	....	100.0	287,024	....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.¶.L. & M.	....	....	....	....	4,200,000	4,500,000	1,000,000	....	206.0	....	....	....	1,694,000	....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	....	....	....	....	N. O. Mobile and Texas....Ala. & Nash.	10,740,000	*	....	....	....	....	....	....	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany.....New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston......New York.	....	....	—	—	3,000,000	3,000,000	....	—	—	(Under	construct	ion.)	....	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River.N.Y.	48,130,462	11,635,222	....	....	89,428,330	13,681,807	....	—	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	90½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem.....New York.	12,214,674	1,600,017	....	....	8,000,000	5,072,840	645,500	....	132.9	887,941	25,632,856	19,602,827	2,709 077	997,389	8	100	121½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.N.Y. & Conn.	394,088	*	....	....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,875	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	....	....	....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland....N.Y.	7,769,342	559,306	567,946	....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	....	....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon........Ohio.	568,044	*	500,000	....	500,000	500,000	18,042	—	38.0	....	....	....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶......North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	....	....	....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶......South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	....	....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas.......La.	....	....	—	—	....	—	....	—	72.0	....	....	....	....	....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶........Missouri.	20,500,000	*	....	....	7,500,000	13,000,000	....	....	424.3	....	....	....	2,615,800	....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania......Pennsylvania.	6,179,545	1,079,316	1,180,775	....	3,150,000	3,862,887	90,000	....	74.7	595,303	....	....	1,355,509	590,726	—	50	94½
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶......Md. and Penn.	11,080,648	3,016,449	....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	7[illegible]
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire ..New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	111½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	....	....	....	....	Northern Pacific........Minn., Dak. &c.	....	....	—	—	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	116
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain...N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	—	—	6	100	88
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	38
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River......Penn.	7,166,836	960,160	....	....	4,259,450	3,170,000	....	—	98.5	650,381	....	....	2,718,702	1,422,833	10	50	94
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport..Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	102½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	....	292.6	555,226	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse ....New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Ken'ucky	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,324	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	1,213,115	.....	.....	3,500,230	945,589	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Ken ucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	151	Panama.....New Granada.	9,500,000	*	2,062,544	747,409	7,000,000	3,734,136	.....	—	47.6	.....	.....	.....	.....	.....	12	100	57
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	100,000	36,542	—	—	(Leas &	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania ....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	120
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*	—	—	1,811,700	3,000,000	—	—	106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	—	8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	—	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,000,000	2,000,000	—	—	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	.....	220,000	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565	—	289.0	2,228,683	.....	.....	3,144,045	366,316	—	50	46
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	—	1,626,200	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	171½
Nov. 30, 1870	98.4	85.0	301.3	42.1	164	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	108½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120,06	10	100	126
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9,562,600	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	107½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,708,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,050	.....	1,794,576	2,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.by Bo	s.&Alb'y.)	—	27,000	6	100	85½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	100
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,87	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,527,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	392,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	110
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	236,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	24½
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	17	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,890,376	580,474	—	100	27
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	59
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,74 ,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	—	—	—	(Leas. &	oper.by W	est Jer.)	—	—	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	—	—	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	—	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper.by Ph	ila.& Read	ing.)	23,808	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna......Penn.	1,288,539	*	—	—	1,203,150	97,000	118,968	—	54.0	202,470	....	....	207,264	72,103	—	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	....	—	80.0	....	....	....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf......Alabama.	1,640,000	*	—	—	1,000,000	640,000	....	—	40.0	(Under	construction	on.)	—	—		100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.Ala.Miss.& T.	1,600,000	*	—	—	....	800,000	—	—	50.0	(Under	construction	on.)				100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian......Alabama.	....	....	—	....	969,052	796,830			—	(Recent	ly sold un	der foreclo	sure. No	returns.)		100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*..Ala. & Georgia.	....	....		....	8,000,000	11,000,000			—	(In a bad	condition	No return	s.)	....		100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	....			869,450	700,000			28.0	173,491	....	....	273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac..Wisconsin.	2,000,694	*			1,243,000	750,000			45.5	....	....	....	77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	55	Shenango and Allegheny......Penn.	625,500	79,945			157,887	520,000	35,000		21.0	22,240	....	....	37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line......Connecticut.	1,195,800	—			995,800	200,000	....		—	(Leas. &	oper.by N.	York & N.	Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.6	5.4	—	12	4	3	184	*Sioux City and Pacific*.....Neb. & Iowa.	4,644,000	*		....	1,788,090	3,256,320	....		108.3	....	....	....	301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch......New Jersey.	439,694	—		....	438,300	—	....		—	(Leas. &	oper. by C	entral of N	ew Jer.)	—	6	100	
Dec. 31, 1870	137.0	106.9	10.7	—	43	47	*	464	South Carolina ¶......South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910	....	....	1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama......Ala	....	....			....	4,926,000			—	(Only p	artially in	operati'n.)	....	....	—	100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore......Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	21	7	89	South Side (L. I.)......New York.	2,617,151	*		....	1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central......New York.	4,500,000	*			3,000,000	1,500,000			....	61,760	1,083,133	642,124	....	....	—	100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids..Iowa.	....	....			2,500,000	1,500,000			—	(Under	construction	on.)				100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota......Minnesota.	32,426 pm	1,			....	20,000 p m			100.0	....	....	....	267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific......California.	....	....	....		....	....			....	(Under	construction	on.)	....	....	—	100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific......Texas.	1,400,000	*			686,100	222,000	209,270	....	49.0	....	....	....	284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania......Penn.	810,000	....	2,000,000	—	577,405	651,500	95,000	....	—	(Under	construction	on.)	—	—	—	100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern......Georgia.	4,081,048	376,726	129,538	....	3,939,900	699,500	—	—	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	—	....	751,296	198,370	125,000	....	68.0	....	....	....	68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern....Illinois.	....	....	....	....	....	15,000 p m	....	....	—	(Under	cons. to be	finished b	y Dec. 1,	—	—	100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island......New York.	370,386	*	569,614	—	700,000	200,000	40,000	....	13.0	54,834	2,693,648	....	292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield......Mass.	448,700	—	—	—	448,700	445,700	—	—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook......New Hamp.	267,383	—	—	—	267,300	—	—	634	—	(Leased	& oper. by	Nash.&Lo	well.)	....	6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan......Nnw Hamp.	1,250,000	—			500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)	....	....	—	100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie......Pennsylvania.	....	—			1,200,000	1,000,000			—	(Under	construct	on.)	....	....	—	50	
Dec. 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex......New Jersey.	517,850	*			317,850	200,000	3,874		—	....	....	....	95,253	31,251	5	100	
Dec. 31, 1870	8.3	—	—	—	—	—	—	—	Swedesboro'......New Jersey.	288,200	—			92,925	171,000	29,284		—	(Leased	& oper. by	W.N.Jer.)	—	—	6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.N.Y.	3,707,684	*			1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch......Massachusetts.	392,971	*	24,194	52,235	400,000	—	23,557	45,843	11.7	65,346	....	(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	—	....	....	....	....	Tennessee and Pacific ¶......Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction	on.)	—	—	—	50	
Nov. 30, 1870	80.0	11.0	26.3	57.0	35	21	10	714	Terre Haute and Indianapolis....Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6[illegible]	—	12	5	1	367	Tioga......Pennsylvania.	849,152	381,640	....	....	580,960	243,000	—	....	34.6	190,395	....	....	420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	[illegible]	—	44	13	11	611	Toledo, Peoria and Warsaw......Illinois.	10,806,000	*	....	....	5,706,000	5,106,000	....	....	228.0	....	....	....	....	....	—	100	
Dec. 31, 1870	454.8	154.2	[illegible].0	—	130	62	33	2,825	Toledo, Wabash and Western.O. I. & Ill.	33,590,000	*	1,094,835	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	....	....	4,544,641	1,308,376	—	100	59
Sept. 30, 1870	34.9	—	69.2	—	13	13	6	222	Troy and Boston......New York.	2,307,907	*	....	....	998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	8.9	—	—	—	—	—	Troy and Greenbush......New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased	& oper. by	N.Y. Cen.	&H. Riv.)	—	6	100	
Dec. 31, 1870	37.5	—	6.0	—	—	—	—	—	Tyrone and Clearfield......Pennsylvania.	1,000,000	—	—	—	510,000	—	404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	50	
Dec. 31, 1870	1,03[illegible]	8.0	10.1	—	155	62	27	2,434	*Union Pacific*......Nebraska, &c.	110,812,512	*	....	....	36,745,000	74,067,512	....	—	1,038.7	....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	24
Dec. 31, 1870	10[illegible].0	—	103.8	—	6	5	2	124	*Union Pacific* (Central Branch)..Kansas.	3,723,000	*	....	....	1,000,000	3,200,000	....	—	100.0	....	....	....	182,563	....	—	100	
Dec. 31, 1870	2[illegible]	—	6.3	250.0	....	....	....	....	Union and Titusville......Penn.	1,500,000	*	....	....	500,000	1,000,000	....	—	—	(Recen'ly	y opened f	or traffic.)	—	—	—	100	
Sept. 30, 1870	[illegible].0	—	4.4	27.3	8	7	4	67	Utica and Black River......New York.	1,835,31[illegible]	*	....	....	1,666,990	150,000	....	—	50.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley..N. Y.	2,153,905	*	....	....	1,900,900	—	....	....	....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Dec. 31, 1870	11.4	—	1.0	—	—	—	—	—	Valley......New York.	769,287	—	—	—	750,000	—	....	—	11.4	40,386	383,487	6,691,692	144,140	115,076	8	100	
May 31, 1870	47.[illegible]	25.5	8.9	—	—	—	—	—	Vermont and Canada......Vermont.	2,500,000	—	—	—	2,500,000	—	....	—	—	(Leased	& oper. by	Ver. Cen.)	....	....	8	100	100½
Sept. 30, 1870	158.0	27.0	36.0	—	77	46	17	1,6[illegible]0	Vermont Central......Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	....	—	185.0	1,144,375	16,301,831	65,752,302	2,084,884	588,977	—	100	
May 31, 1870	60.[illegible]	10.5	9.0	—	15	17	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166	....	(10 mos.	456,651	loss.	—	100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley......Vermont.	1,221,886	*	....	....	516,164	793,200	....	....	—	(Leased	& oper. by	Ver. Cen.)	....		—	100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland......New Jersey.	1,750,000	*	—	—	1,000,000	750,000	—	—	—	(Recen't	ly complet	ed.)	—	—	—	100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley......New York.	695,465	—	—	—	499,600	350,000	—	—	18.5	15,794	100,513	....	14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley......New York.	199,161	—	—	—	225,000	85,000	—	—	10.2	19,820	290,410	....	50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio......Virginia.	1,483,012	119,903	....	....	1,467,670	86,896	—	—	44.0	88,395	....	....	97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia....Penn.	1,320,024	178,583	216,037	....	684,046	957,500	107,000	....	35.5	204,506	....	....	288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western......Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,18[illegible],[illegible]76	268.9	2,877,540	....	(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	578	Western and Atlantic......Georgia.	5,000,000	*	—	—	—	....	—	—	—	(Leas.fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶......Maryland.	8,000,000	*	—	—	650,000	1,400,000	—	—	46.0	67,611	1,791,187	....	137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina..North Carolina.	....	*	—	—	6,500,000	1,400,000	—	—	105.0	....	....	....	112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,671,000	—	—	—	1,022,450	1,800,000	—	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	50	
Dec. 31, 1870	59.7	—	4.1	—	15	66	9	287	West Jersey......New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	48,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River....New York.	624,464	—	—	—	526,700	676,300	7,427	—	—	(Under	cons.—Ne	wburg to	Albany.)	—	—	100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin......Wisconsin.	5,000,000	*	—	—	4,000,000	4,000,000	—	—	—	(Under	cons.-ope	n to Meno	menee.)	—	—	100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro.....North Car.	850,000	—	—	—	500,000	350,000	—	—	—	(Operat	ed by Wil	& Wel.)	....		—	100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.N.C.	5,200,000	*	—	—	1,200,000	4,000,000	—	—	168.0	....	....	....	....		—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	(Late Wi	lming.&	Manch.)		5,000,000	—	—	—	171.0	....	....	....	230,203	121,457	—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶...N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	180,021	154,57[illegible]	181.0	436,316	....	....	594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac......Virginia.	600,000	—	—	—	180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	8	333	Winona and St. Peter......Minnesota.	4,754,837	427,100	—	—	—	4,750,000	—	—	142.0	....	2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester......Maryland.	....	....	—	—	100,000	300,000	—	—	—	(Under	construct	on.)	—	—	—	100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua...N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	137
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	78
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	....	....		25	....
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	8	50	92
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	....	—	....	107,947	....	10	100	118
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,735,353	—	—	—	5,847,400	—	—	—	65.5	....		....	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal......Pennsylvania.	1,562,000	—	—	—	64,000	835,750	689,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation......Pennsylvania.	1,115,452	—	—	—	1,003,500	110,000	—	—	83.0	....	—	....	220,216	130,187	10	100	69½
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	....		....	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal......New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	....		....	391,550	183,076	—	50	52
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal......Pennsylvania.	6,569,950	—	....	—	4,337,950	2,232,000	....	—	360.0	....		....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,155	7,678,387	1,042,143	117,900	—	(Leased	to Phila.&	Read. Co.)	....	655,000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	....	—	....	135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal......Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	....	—	....	59,953	4,203	—	50	1½
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna....Penn.	1,911,300	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsy	lvaia.)	....	....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	89½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung, guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	114¾
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	61½
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	73
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	25
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,707	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	74½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,518	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	5	6	31½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	33 — @ 37 —
Pig, American, No. 1	37 — @ 38 —
Pig, American, No. 2	35 — @ 36 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 80 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
	Store Prices.
Bar, Swedes, ordinary sizes	107 50 @120 —
Bar, Refined	85 — @ — —
Bar, Common	90 — @ — —
Scroll	102 50 @132 50
Ovals and Half-round	102 50 @122 50
Band	— — @ 97 50
Horse Shoe	100 — @105 —
Rods, ⅜@3-16 inch	90 — @125 —
Hoop	107 50 @150 —
Nail Rod per lb.	— 6¾@ — —
Sheet, Russia, as to No.'s (gold)	— 17½@ — 18
Sheet, Single D. and T. Common	— 4½@ — 5¼
Rails, English (gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2¼; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d per 100 lb	4 50 @ — —
Cut Spikes, all sizes	4 75 @ — —
Clinch	6 — @ — —
Horse Shoe, Forged (No. 10 to 5) per lb.	— 19 @ — 33
Copper	— — @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 41 @ — 41½
Straits (gold).	— 35½@ — 36½
English (gold).	— 34½@ — 34¾

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— 13¾ @ — 13¾
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — 17¾
Refined, Standard White (in ship'g order).	— — @ — 23
Refined, prime White (in shipping order).	— — @ — 23
Refined, S. W. (in jobbing lots)	— — @ — 24
Refined, S. W. (in tin)	— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — 10¾
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	3d. C. (Old List.)	4th. D. (Old List.)
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 (4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)	15 — @10 50
20 by 28 to 24 by 30 (4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40 (3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31	W.1
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	101½	101½	101½	101½	101½	101½
Central of N. Jersey	106½	106½	106½	106½	106	106½
Chicago & Alton	113½	....	....	113	113	113½
" pref.	....	....	....	....	....	....
" 1 M.	106	....	....	....	....	....
" S. F.	....	....	....	....	101½	....
" Inc. bds.	....	....	....	....	90½	....
Chicago, Burl. & Q.	130	....	....	....	130	....
" 8s, 1883	....	....	....	....	112	....
Chic. & Northwestern	61	....	60½	60⅝	60⅝	60
" pref.	....	....	....	89	....	88½
" 1st M.	94¾	95	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	100½	....	99¾	100¾	100¾	100½
Chi., R. I. & Pa. 7s, 1896	99⅞	....	....	....	....	100½
Clev., Col., C. and Ind.	83½	....	82½	82	82½	82¾
Clev. and Pittsburg	116½	124	125½	125	122	122½
" 2 M.	97	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17¾	17¾	17½	17½	17¾	17½
" 1 M.	86½	....	86	85⅞	85⅞	....
" 2 M.	70	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	118
Del. Lack. & Western	106½	....	105½	....	105¾	105½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	29½	29¾	28¾	28¾	28¾	28½
" pref.	60	....	61½	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	89⅞	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	85½	85
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	86	85¾	86	85½	86	....
Hannibal & St. Joseph	58½	60½	60½	60⅞	61¾	63
" pref.	71½	71½	72½	....	73	....
" 8s, conv.	96½	....	....	97	97	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	104½	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97⅞	97⅞	98¾	100½	98½	....
Lake Shore Div. bonds	90	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	117	....	....	117½	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I, 1 M. S. F.	100	100	100	100¾	100¾	....
" 2 M.	97½	....	....	....	....	....
Mariposa Mining Co.	1½	....	....	....	....	....
" pref.	2	1½	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	55¾	55½	55½	55⅝	56	56½
" pref.	....	....	....	75¾	....	76½
" 1st mort.	91½	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	105½	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	94	93½	....	94½	94	....
" H. & St. J. 1ss	....	....	....	92½	91¾	94½
Morris and Essex	93	93	93½	93½	93¾	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	89	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	102	....
" 6s. S.F. 1883	93	....	....	....	....	....
" 6s. S.F. 1887	....	....	....	....	91¾	....
N. Y. Cen. & Hud. Riv.	88½	88½	88½	89	89¾	89⅞
" certificates	....	84	84¾	85¾	85¾	84½
N. York and Harlem	121½	122	....	....	121½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	36½	36¾	....	37	37	36¾
" new	....	....	....	....	....	....
Ohio and Miss.	37⅞	....	37½	....	37¾	....
" pref.	....	....	....	....	75	....
" 1st M.	....	....	100	....	....	....
Pacific Mail S. S. Co.	49	46¾	47½	48	47⅞	47¾
Panama	57	....	....	....	....	....
Phila. and Reading	108	107½	....	....	108	107¾
Pitts., Ft. W. & Chi. gtd.	97	97	....	98	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	102	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	17⅞	17¾
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M. pref.	86	86	86	....	85	....
" Income bds.	....	....	....	....	76	....
Tennessee 6s, old	66	66½	66	66	66	66
" new	69½	66	....	66	....	66½
Tol., Wab. & Western	57⅞	....	58⅞	59¾	59½	59
" pref.	....	....	83	....	....	....
" 1 M.	92	....	....	....	91½	....
" 2 M.	....	91	91	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	85	....	85	....	86	....
Union Pacific	23¾	24	23¾	23¾	24½	23½
" 1st mort.	85¾	86½	86½	86¾	86¾	87½
" L. Gt. 7s	75¾	75½	75¾	75	75	75½
" Inc. 10s	77½	75½	77	....	....	....
Virginia 6s, old	59½	59½	60½	....	60½	....
" new	....	....	....	....	....	....
" consol.	60½	....	60½	60¾	60¾	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	....	....	109¼	....	109½
U. S. 5s, 10-40s, reg	108½	108½	108¾	....	....	108¼
U. S. 6s, 1881, reg	115½	115½	116½	....	115½	....
U. S. 6s, 1881, coup	116½	116½	116¾	....	116¾	116¾
U. S. 6s, '81, O.W.L	112	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	110½	110¾	110¾	....	....	....
U. S. 6s, 5-20s, c. 1862	114¾	114¾	....	....	x111½	
U. S. 6s, 5-20s, reg. '64	....	110½	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114¼	....	....	114¾	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114¾	114¾	....	....	114¾	....
U. S. 6s, 5-20s, r. n. '65	112¾	113	....	113¼	113¼	113¾
U. S. 6s, 5-20s, c. n. '65	113¼	113¼	....	....	113¼	113¾
U. S. 6s, 5-20s, reg. '67	....	113½	....	....	113¾	113½
U. S. 6s, 5-20s, c. 1867	113½	113½	112½	....	113¾	113¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	113¾	....	113¾	113¾
U. S. 6s, Pac.R.R.issue	111	111	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	....	....	....	....	....	....
.. preferred	44¾	44½	44¾	44½	44½	44¾
Camden and Amboy	127½	126	127	128	128	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	90	90	....	....	....	....
.. 6s, 1889	....	90	....	....	....	....
.. mort. 6s, '89	....	95¾	....	96	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	94	....	....	....	....	....
Lehigh Navigation	35¼	34½	....	....	34⅝	....
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	90¼	90¼	90¼	....	....	90¼
.. R. R. L	90¼	....	....	90¼	....	....
.. Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59	59	60	59¾	59¾	59⅝
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	97¾	....	....	....
Little Schuylkill R.R	....	44¾	45	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	52	52	....	52	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	47½	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	98	....	98	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40¼	39¾	....	....	....	39¾
Oil Creek & Alleg. Riv	47¼	47	47	47	47	47
.. 7s	....	86	....	86	86	....
Pennsylvania R. R	59	59¼	59¼	59½	60¼	60⅜
.. 1st M	99½	99	97½	....	....	98¼
.. 2d M	....	97	96¼	96½	96½	96½
.. Gen. mort	91¼	....	....	....	....	90½
.. .. reg	90¾	....	....	90½	....	90¾
Penn. State, 6s.1st series	....	....	....	....	....	....
.. 6s, 2d series	104	104	....	104¼	....	....
.. 6s, 3d series	106	....	....	106¼	....	....
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100	99⅝	99	99⅝	99¾	99¾
Philad., Germ. & Nor	....	....	....	85¾	....	....
Phila. & Reading	53¾	54	53½	53¾	54	54¼
Philadelphia and Erie	24½	....	24¼	....	....	23
.. 6s	89	89	....	....	....	....
.. 7s	....	85½	85½	....	85¾	....
Schuylkill Navigation	....	....	....	....	7½	....
.. pref	16	....	15½	....	....	....
.. 6s, 1882	77	77	....	....	77¾	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	53	53	....	....	....	....
Green & Coates	....	....	47	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	96	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	96½	....	96¾	96⅝	96⅝	96
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	138	....	139	
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	93	....	
Mariotta & Cin. 1st M	....	....	....	....	96	
.. 2d M	85¾	85¾	....	....	....	....
.. 3d M. 8s	79½	....	....	....	....	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	92¾	92¾	92¾	92¾	92¾	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	60½	....	....	....	60½	60¾
.. Defer. Certif	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	....	150	151	151	152	
Boston and Lowell	....	....	....	138	....	
Boston and Maine	....	146¾	....	....	146	
Boston and Providence	151½	....	....	151	....	
Boston, Hartford & Erie	....	....	....	....	....	
.. 7s, new	25½	24¾	24½	25	....	
Cheshire, pref	....	83	....	....	83	
Concord	....	82x	....	....	....	
Connecticut River	....	140	....	....	138¾	
Eastern	107½	108½	108	....	107½	
Fitchburg	....	142	....	142	142½	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	117	117	117	117	117	117½
Northern, N. H	113½	112½	111½	....	....	111½
Ogdens. & Lake Champ	87½	....	87	....	....	88
.. pref	....	....	....	....	....	....
Old Colony & Newport	103	103	....	102½	102¾	
Ph., Wil. & Baltimore	53½	....	53½	53¾	53½	53¾
Portl'd, Saco & Ports	134	....	131	....	....	....
Union Pacific	23¾	23½	23⅜	....	....	....
" 6s	84	84½	....	....	84¾	84⅝
" Land Grant 7s	74½	74¾	....	....	....	....
" Income 10s	75	75	....	74½	74¾	....
Vermont & Canada	100	....	100	100½	100½	
Vermont & Mass	....	....	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge	....	103	....	....	104	
Metropolitan	....	76	....	....	75	
Middlesex	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls	8½	....	8½	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Pewabic	....	....	....	....	3½	
Quincy	....	....	....	....	28½	

London Stock Exchange.

	Closing Prices. Oct. 13.	Oct. 20.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	38 — 39	33 — 37
Detroit and Milwaukee 1st mort. 7s	71 — 73	72 — 74
Do. 2d mort. 8 p. c	69 — 72	69 — 72
Erie shares 100 dol. all paid	22½ — 23¾	22½ — 23
Do. sterlg. 6 p. c. convertible bonds	68 — 72	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	107 —108	107 —108
Panama General mort. 7s, 1897	81 — 85	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	95½ — 96½	95½ — 96½
Do. $50 shares	50 — 52	49 — 50
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal

Saturday, November 4, 1871.

Stock Exchange and Money Market.

Money has been in rather better supply, and though there has been an active inquiry for aid, rates have been quoted more favorable to borrowers, especially on call. The discount business is quite tame, and lenders are yet extremely cautious in making advances on mercantile paper. The call loan quotation on prime collaterals is generally 7 per cent, with, in exceptional instances, 6 per cent; the best double name commercial notes are rated at 9@12 per cent. per annum discount, and the best single name obligations at 12 @15 per cent. The city banks, in their latest return, show an increase of $490,800 of legal tender notes, $600,700 of specie, and a decrease of $448,-800 of deposits; also a reduction of $2,121,500 in their loan and discount averages, and an increase of $198,500 in their item of circulation. The city bank exchanges, last week, averaged $110,854,014; and thus far, this week, 95½ millions daily. The banks now hold $2,748,000 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $10,702,100, against $13,-108,406 same time last year. The city bank deposits are now $203,342,200 against $193,077,798 week ending Oct. 29, 1870. The legal tender reserve amounts to $50,500,000 against $53,009,099 same time last year. The circulation now stands at $30,492,800, against $32,420,509 same time last year. The loans are now $281,458,600, against $265,979,485 at this date last year.

The U. S. Sub Treasury enlarged its currency balance $298,931 and its coin reserve $1,490,412, as the result of the week's business. The receipts of the office were $5,122,424 in coin, and $4,215,-858 in currency; payments, $3,632,012 in coin, and $3,916,927 in currency. The office received $2,700,000 in coin or its equivalent, from customs; and disbursed $3,050,082 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,-271,484 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $336,920,350; and as security for deposits of public money, United States bonds for $15,569,500. The aggregate of the outstanding circulation of the National Banks of the country is $324,526,652.

Government revenues have been on a somewhat reduced scale since our last. The excises yielded last week about 1½ millions, and thus far since July 1, $44,874,876. The customs at the port of New York, last week were $2,540,484; and at the outports, equal to about $850,000 more, all in coin, or coin certificates.

Under the Treasury programme for November, Government proposes to sell at least, seven millions of Gold as follows: Thusday, Nov. 2—One Million. Thursday, Nov. 9—Two Millions. Thursday, Nov. 16—One Million. Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in five millions of Five-Twenties as follows: Wednesday, Nov. 1—One Million. Wednesday, Nov. 8—One Million. Wednesday, Nov. 15—One Million. Tuesday, Nov. 21—One Million. Tuesday, Nov. 28—One Million.

Gold has been moderately active, and less variable as to price. The supply available for immediate delivery has been increased by the outflow of coin-interest from the Treasury office. The customs drain has been less extensive; and the export movement, comparatively limited. The speculative call seemed rather more confident toward the close. The range of the price during the week, has been from 111⅝@112⅜, and the closing quotation on Wednesday was 112¼ against 111⅝ the preceding Wednesday. The specie outflow, last week, was $413,681; on Tuesday of this week, $45,000; and on Wednesday $92,000. The Gold Exchange Bank clearances have been as follows: Oct. 26, $43,723,000; Oct. 27, $47,535,-000; Oct. 28, $34,489,000; Oct. 30, $32,342,000; Oct. 31, $29,211,000; Nov. 1, $91,342,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Oct. 28th, 1871, $69,945,308, against $72,013,267 same time in 1870.

The export drain of specie was $413,681 last week, against $303,562, same week preceding year. The shipments since January 1, 1871, have been $59,886,706, against $51,180,452 same time in 1870.

The customs demand for Gold last week, averaged $450,286 a day; thus far, this week, it has averaged $529,220 a day, or equal to a weekly aggregate of $3,175,320. The arrivals of

specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been $8,819,290 against $8,493,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $134,347,868 against $121,747,892 same time in 1870.

Foreign exchange has been held with a fair show of confidence, but has not been in urgent request. At the close rates were a fraction lower and the market dull. Bankers' sixty day bills on London closed on Wednesday at 108½@108⅝; sight bills on London, 109½@109⅝.

The produce exports from this port, week ending with Oct. 31, were to the currency value of $4,918,236.

Government securities have been in more general request at stronger prices, on a light offering of bonds. Washington advices of Wednesday reported the reduction of the public debt in September at $8,900,000. The Five-Twenties of 1862, 1864, and old issue of 1865 are now quoted ex the November three per cent. coupon.

On Wednesday, Government bought in one millions of Five-Twenties at 111 18@111 70 nett. The amount of bonds offered was $3,095,400 at from 111 18@112.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116½@116¾; U. S. Five-Twenties of 1862, 111⅜@111½; U.S. Five-Twenties of 1864 at 111⅛@111⅜; U. S. Five-Twenties of 1865, 111¼@111½; U. S. Five-Twenties of 1865 consolidated, 113⅛@113⅝; U. S. Five-Twenties of 1867, 113⅝@113¾; U. S. Five-Twenties of 1868, 113½@113¾; U. S. Ten-forties at 109⅛@109⅜; U. S. Six per cent. currency bonds, 111¼@111½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 18.	Oct. 25.	Oct. 31.
Consols	93 1/16	93	93
U.S. 5-20's of 1862..	90¼	90¾	91⅜
U. S. 5-20s, 1865....	91 11/16	90⅞	91½
" 1867	91 11/16	92⅝	93⅛
" 10-40s	88 11/16	89⅜	89½
Erie.....	22¾	24	....

The new Funding Five per cent. Loan was quoted in London on Tuesday at 1¼ per cent. discount.

State bonds have been in fair demand and held with more firmness.

Railway bonds have been in better request and quoted stronger in the instances of the more popular of the old loans. Central Pacific Sixes closed buoyantly at 101½@102. The few bonds of this favorite loan offering in the open market are promptly taken at the full current rates. For the Chesapeake and Ohio Sixes, there is a good investment call at the established price of 93 per cent. and accrued interest. The November half-yearly three per cent. of coin interest on this loan is now being paid by the financial agents of the Company, Messrs. Fisk & Hatch. Of this Loan, but four out of fifteen millions remain to be marketed, the proceeds of which, with the cash on hand, will be ample for the completion of the entire line. On the eastern division of the road, 227 miles, from Richmond to the White Sulphur Springs, the earnings from way traffic alone, in the current year, will reach nearly $800,000. On the western division of 100 miles, from the Kanawha coal region to the Ohio River the rails are now being laid, and the transportation of coal from the Kanawha mines westward will be commenced in a short time, which will be a source of considerable income to the Company. Work is in steady progress on the middle division of about 100 miles, to establish the connection of the Eastern with the Western divisions, and to form the through line from the James to the Ohio Rivers. It is confidently expected that the entire line will be ready for through traffic by the Summer of 1872.

Railway and miscellaneous share property has been fairly active and generally quoted higher as to price though closing irregularly.

General business has been on a moderate scale. in most kinds of domestic produce. Breadstuffs closed heavily. Provisions about steady. Middling upland cotton closed on Wednesday at 18⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 417,464 bales, against 498,334 bales same time in the preceding year; exports 139,122 bales, against 148,456 bales in the previous year; stock at the ports at latest dates, 216,980 bales, against 233,346 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 7½@13 cts.; Veals at 4@10 cts.; Sheep at 4¾@6¾ cts.; Lambs at 6¼@8 cts.; Swine, inactive 4⅞@5⅛ cts per lb., all live weight. The week's receipts were 6,236 Beeves, 1,819 Veal Calves, 26,134 Sheep and Lambs; and 54,089 Swine.

Foreign goods have been comparatively quiet, but prices have not varied materially. The week's imports of foreign goods reached $7,826,357, including $2,462,704 of dry goods.

Ocean freights have been moderately active but rates have been variable closing less buoyantly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 37; do. Apl. and Oct., 38; Alabama 8s, 99; do. 5s, 67; N. Y. State 7s, B.L., 107½; North Carolina 6s, Fund Act, 1868, 20; Brooklyn 6s, W. L., 94; Long Dock bonds, 90; Toledo, Peoria and Warsaw 1st mort., W. D., 87; Pacific R. R. 7s, guar. by Mo., 100¾; Central of New Jersey new bonds, 102; Gt. Western 1st mort., 1888, 91; Cedar Falls and Minnesota 1st mort., 85; Chicago and Gt. Eastern 1st mort., 85½; Ohio and Miss, Consol., 91½; Toledo, Wabash and Western consol., 84; St. Louis and Iron Mt. 1st mort., 90½; Cleveland and Pittsburg consol., 95; North Missouri 1st mort., 85; Albany and Susq., 2d mort 92; Rome, Watertown and Ogdensburg R. R., 110; Western Union Telegraph, 61¾; Consol Coal of Md, 41; Spring Mt. Coal, 65; Am. Coal 46; Maryland Coal, 23; Adams Exp., 85; Am. Mer. Union Exp., 56½; U. S. Exp., 58½; Wells-Fargo Exp., 52⅝.

Philadelphia.—Penn. and New York 7s, 91½; Pennsylvania Canal 6s, 75; Philadelphia and Reading deben. bonds, 83; do., 6s, 1843-'80, 90; Wilmington and Reading 7s, 95; Camden and Atlantic 1st mort., 95; Allegheny Valley 7 3-10s, 91¼; Catawissa 7s, new, 95; West Jersey 7s, 100½; Philadelphia and Trenton R. R., 126; Big Mt. Coal, 6; N. Y. and Middle Coal Fields, 4; Fulton Coal, 5; Pittsburg 5s, 75. The latest quotations are: City 6s, 99@99; do. free of tax, 99⅛@99⅝; State 5s, coupon, 100@—; do. 6s, W. L. 100@100; do. 1st series, 102 @103; do. 2d series, 104@104¼; do. 3d series, 106½@108; Reading, 54@54⅛; do. 7s, 1893, 100@—; do. mort. 6s, 1880, 90@92½; Camden and Amboy, 128½@129; do. mort. 6s, 1889, 92½@93; do. 1883, 90@91; do. 1889, 89½@90; Pennsylvania R.R., 60@60⅛; do. 1st mort., 98@98½; do. 2d mort., 96½@98; do. General mort. coupon, 90¼@90½; do. reg., 90@91; Little Schuylkill R.R., 44½@45; Morris Canal, 47@50; do. pref., 118@125; do. 6s, 87@—; Susquehanna Canal, 6@10; do. 6s, 61@—; Schuylkill Nav., 7½@9; do. pref., 15½@15⅝; do. 6s, 1882, 77¼@78¼; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 34@34¾; do. 6s, 1884, 84@84½; do. R. R. Loan, 89½@90; do. Gold Loan, 90½@90½; North Pennsylvania, 45@46½; do. 6s 99@100; do., 7s, 97@98; do. Chattle 10s, 110@110; Philadelphia and Erie, 24@24½; do. 6s, 88@89; Minehill, 51¾@52; Catawissa, 12@16; do. pref., 44⅜@44¾; Lehigh Valley, 58¼@59½; do. 6s, new coupon, —@97½; do. reg., 97½@98; do. 7s, 100@100; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 63@70; Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 32½@33; Green and Coates, 47@—; Chestnut and Walnut, 51@54; Hestonville, 20@21; Union, 60@—; Germantown, 33@34.

Boston.—Western R. R. 6s, 1875, 98¼; Missouri River, Ft. Scott and Gulf 2d mort., 10s, 1890, 91¼; Stanstead, Shefford and Chambly 7s, 83¼; Vt. Central and Vt. and Canada 8s, 100; Vermont Central 1st mort., 84½; Cedar Rapids and Missouri 7s, 1916, 89; Old Colony and Newport 7s, 1877, 102½; Grand River Valley 2d mort. 8s, 1879, 103; Mansfield and Framingham 1st mort. 7s, 89¾; Framingham and Lowell 1st mort. 7s, 1891, 90; Hannibal and St. Joseph 8s, 94¾; Worcester and Nashua R. R., 137; Cincinnati, Sandusky and Cleveland R. R., 19⅞; Indianapolis, Cincinnati and Lafayette R. R., 7⅜; Rutland, pref., 74¼; do. 7s, new 84½; Portsmouth, Gt. Falls and Conway R. R., 100; Summit Branch, 43¼; Norwich and Worcester R.R., 116; Eastern (N. H.) R. R., 102¾; Boston Water Power, Co., 40; Cary Imp., 11⅜; Gilberton Coal, 30; Maine 6s, 1890, 100; Massachusetts 6s, 1872, gold, 110⅛; Vermont 6s, 100; Hartford 6s, 1876, 98; Lyon 6s, 1891, 98¾; St. Louis 6s, 1885, 86¾; Boston 6s, 100; Chicago 7s, 91; Cambridge 5s, 1882, 88¾; Portland 6s, 1877, 95; Salem 6s, 1877, 99; Allouez Mining Co., 3½; Calumet and Hecla, 110; Native 20c.; Hancock, 2½; Petherick, 3¼; Ridge, 2.

Baltimore.—Northern Central 6s, gold, 1900, 91¾; Orange and Alexandria 2d mort., 6s, 80; do., 4th mort., 8s, 81½; Memphis City 6s, 55½; Baltimore City 5s, 79; Virginia coupon 6s, old, 59⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅝@92¾; Baltimore and Ohio, 139@140; do., 6s, 1875, 95@95; do., 1880, 93@95; do., 1885, 93@93; Northern Central, 40@40½; do. 6s, 1885, 92½@93½; do., 1900, 85@87; do., 6s, 1900, gold, 91½@92; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95¾@96½; do., 2d mort., 82¾@—; do., 3d mort., 79@80; Central Ohio, 29@30; do., 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@—; do., 3d mort., guar., 90@91½; do., 2d mort. pref., 62@—; do., 6s, guar, by Washington Co., 82@83; Richmond and Danville bonds, 76@—; Orange

and Alexandria 1st mort. 6s, 86@—; do., 2d mort. 6s, 80½@81; do., 3d mort. 8s, 86@—; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 79@80; Virginia and Tennessee 8s, 85@—; do. 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 95¾@96½; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 96@96⅜; do., 1893, 97¾@99; do., 1900, 96@96½; Memphis City 6s, 55⅜@55½; Maryland 6s, 1890. 94@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76¼@83.

Louisville, Cincinnati and Lexington Short Line Railroad.

A contract has been entered into between the Chesapeake and Ohio Railroad Company and the Louisville, Cincinnati and Lexington Short Line Railroad Company, whereby the former company agrees to purchase all the private stock which may be offered in the latter company, within sixty days at sixty cents on the dollar, or at sixty five cents on the dollar on six, nine and twelve months' time; and the Short Line Company guarantees that a sufficient number of shares of such stock shall be offered to give the Chesapeake and Ohio Company complete control of the road. It will require about $300,000 in stock to fulfill this condition. The Short Line Company will also issue one million of new bonds, which the Chesapeake and Ohio Company will buy. The contract was executed on the 30th ult.

Extensive Steamship Building Contract.

The San Francisco (Cal.) *Bulletin* learns officially that the Pacific Mail Steamship Company have just closed contracts with the Harland and Hollingsworth Company, of Wilmington, Del., and Roach & Steers, of New York, for the construction of three iron propeller steamers, with compound engines, 400 nominal horse-power, and having capacity for 2,000 tons of cargo, besides their coal and stores. These steamers are intended to run between Aspinwall and New York, or between San Francisco and Panama, as may be required. The company are also about to contract for two iron propellers for the China line, with compound engines of 600 nominal horse-power and of 4,000 tons cargo capacity.

☞ The Calumet and Hecla Mining Company, of Lake Superior, makes a quarterly dividend of $5 per share on 60,000 shares, and an extra of 10,000 shares of stock (one new share to six old) with $5 per share cash on that. The Company has 10,000 shares of stock on hand, yet to be divided, making a total of 80,000 shares, the stock having bren "watered" from 40,000 shares. The success of this mine is very marked, going far ahead of the palmiest days of the Minnesota or Pittsburg, and giving promise of still farther improvement.

☞ The public debt of the United States has been reduced during the past month $8,905,491-84; and since March 1, 1869, $204,754,413 09. The total debt, principal and interest, now amounts to $2,361,051,842 81. The amount of coin in the Treasury now is $99,054,589 23; currency, $10,283,805 55—total, $109,338,394 78. Debt less cash in the Treasury, November 1, 1871, $2,251,713 448 03.

☞ An advertisement of interest to Bridge Builders will be found in our advertising columns.

Virginia Coal and Iron.

Mr. Greeley, who has paid strict attention to the prospects and profits of iron manufactures in this Country, makes this allusion in the *Tribune*, to the chances now presenting themselves along the line of the Chesapeake and Ohio Railroad:

The certain and speedy completion of the Chesapeake and Ohio Railroad, connecting by rail every important city of old Virginia, through the heart of West Virginia, with the valleys of the Kanawha, Ohio, and Mississippi gives a new value to the Mineral wealth of both the States traversed by that great work.

West Virginia, which embraces 16,000 of the 55,000 square miles of the great Allegheny coal-basin—the largest and among the richest known to exist in the world. Its center seems to be the valley of the Great Kanawha, the chief river of West Virginia, wherein Prof. Ansted reports nearly twenty workable seams of Coal, with an aggregate thickness of over seventy feet. Its horizontal position, proximity to the surface, and freedom from noxious gases. render it the easiest mined Coal in America. From this field the Coal is now dug which supplies New York and Philadelphia with gas. It has been computed that most of this area will yield 45,000 tons of Coal to the acre, or 28,800,000 tons to the square mile; much of it so disposed as to render pumping or lifting unnecessary. Immense quantities of it are now boated down the Kanawha and Ohio, finding markets all the way down to New-Orleans. Splint, Cannel, and every other variety of Bituminous Coal, are found in different parts of this vast field. The Splint is widely regarded as the best Coal known for smelting Iron from ore, which exists in great abundance all through both Virginias. It is probable that the valley of the Kanawha, when traversed by the Chesapeake and Ohio Railroad, and its branches, will be found one of our best localities for making good Pig Iron cheap; while the Cannel Coal yields sixty gallons of superior Petroleum to the ton, and has been, as it probably will again be, the surest and most profitable source of that valuable oil. The seams of Cannel Coal often show an aggregate thickness of fourteen feet, giving 21,000 tons to the acre, containing 1,260,000 gallons of crude oil. And fit timber for oil casks is nowhere else so abundant as in West Virginia.

Iron Ore is found in most of the counties of the two Virginias, and has been mined to profit in at least twenty of them; the James River Canal and most of the Virginia Railroads (laid with British rails) traverse or cross it, as the Chesapeake and Ohio either does or soon will. When the Chesapeake and Ohio and Norfolk and Great Western shall have been finished, the requisite branches and and connections will almost build themselves. When these roads shall have commenced freighting Ore to the coal-fields and Coal back to the ore-beds, Virginia may profitably supply half the seaboard and a third of the Ohio Valley with cheap and excellent Iron. The fact that the Chesapeake and Ohio Railroad had to be cut, for a considerable distance, through a vein of Coal eleven feet thick, will serve to convey some idea of the mineral wealth of the two Virginias. A new railroad from the Chesapeake and Ohio at the junction of the Greenbrier with the New River, forming the Great Kanawha, will run up the valley of New River, crossing the Virginia and Tennessee and the Norfolk and Great Western Roads, carrying the Coal of the Kanawha Valley to the great ore-beds of South-Western (old) Virginia, and incite unwonted beneficent activity in Iron-making therefrom.

In most counties of either Virginia, excellent Coal or Ore (often both in close proximity) can be bought at prices ranging from $5 to $50 per acre. Many of these acres have a rich, deep, virgin soil, with a splendid growth of forest trees covering two-thirds to three-fourths of them—lands which in Pennsylvania would be deemed dirt-cheap at $1,000 per acre. Who can doubt that Free Labor with Railroads will soon give a like value to the Mineral lands of old and of West Virginia.

OFFICE OF FISK & HATCH,

BANKERS AND FINANCIAL AGENTS

OF THE

CHESAPEAKE AND OHIO RAILROAD COMPANY,

No. 5 NASSAU ST., NEW YORK.

The rails are being laid on the Western Division of 100 miles of the Extension of this great East and West Trunk line, which in a short time will be ready for travel and traffic, and to commence the transportation of Kanawha coal to the Ohio River. The earnings of the Eastern Division of 227 miles, as a local road, awaiting the completion of the Middle Division of 100 miles, will reach, this year, nearly $800,000. The total cost of the entire road, and the large equipment required for its mineral and through traffic, will be fully $30,000,000.

The total amount of the FIRST MORTGAGE Bonds, which we are now selling, is FIFTEEN MILLION DOLLARS, of which only about four millions remain unsold, the proceeds of which, with the Cash on hand, will be ample for the completion of the entire line. The inducements they offer to investors are: A perfect security; great popularity and a high price when the road is finished; the same rate of interest as FIVE-TWENTIES; principal and interest both payable in United States gold coin in New York City; their present low price (93 and accrued interest) 20 per cent. less than Five-twenties, with equally certain payment of interest and principal.

We recommend them to our friends and customers with the same confidence which we have always recommended the UNITED STATES GOVERNMENT and the CENTRAL PACIFIC BONDS.

We continue to buy and sell CENTRAL PACIFIC BONDS, and fully expect they will, in time, reach the price of Five-twenty Bonds.

FISK & HATCH.

HARVEY FISK.

A. S. HATCH.

Cairo and Fulton Railroad.

We learn, upon what we deem good authority, that all differences between the conflicting interests in regard to the construction of this road, have been settled. To-day, or to-morrow, track-laying will commence on the second twenty miles of the road. Enough iron is here to complete the road to Little Red river. The second twenty miles, in order to save the land grant, have to be completed by the 20th of December.—*Ark. Gaz., Oct. 24.*

☞ The Helena (Arkansas) *Clarion* is informed by Col. Dorsey that the Central railway is all right. The company are closing a contract for an iron bridge for White river. The iron for the track will begin to arrive early in November.

☞ The Searcy (Ark.) *Record* learns that the Pennsylvania Railroad has put its shoulder to the wheel of the Cairo and Fulton railroad, with a view of making this the through line to the Pacific via the 22d parallel.

Journal of Railroad Law.

RAILROAD COMPANIES—A PERSON VOLUNTARILY EXPOSING HIMSELF TO SAVE ANOTHER'S LIFE NOT NECESSARILY GUILTY OF NEGLIGENCE.

The case of Ecker Administratrix, &c., *vs.* The Long Island Railroad Company (43 N. Y. 502,) was an action in the City Court of Brooklyn by the plaintiff as administratrix of her husband Henry Eckert, deceased, to recover damages for the death of the intestate, caused as alleged by the negligence of the defendant, its servants and agents, in the conduct and running of a train of cars over its road. The case, as made by the plaintiff, was, that the deceased received an injury from a locomotive engine of the defendant, which resulted in his death, on the 26th day of November, 1867, under the following circumstances:

He was standing in the afternoon of the day named, in conversation with another person about fifty feet from the defendant's track, in East New York, as a train of cars was coming in from Jamaica, at a rate of speed estimated by the plaintiff's witnesses of from twelve to twenty miles per hour. The plaintiff's witnesses heard no signal either from the whistle or the bell upon the engine. The engine was constructed to run either way without turning, and it was then running backward with the cow-catcher next the train it was drawing and nothing in front to remove obstacles from the track. The claim of the plaintiff was that the evidence authorized the jury to find that the speed of the train was improper and negligent in that particular place, it being a thickly populated neighborhood, and one of the stations of the road.

The evidence on the part of the plaintiff also showed that a child three or four years old was sitting or standing upon the track of the defendant's road as the train of cars was approaching, and was liable to be run over, if not removed; and the deceased seeing the danger of the child, ran to it, and seizing it, threw it clear of the track on the side opposite to that from which he came; but continuing across the track himself was struck by the step or some part of the locomotive or tender, thrown down, and received injuries from which he died the same night.

The evidence on the part of the defendant, tended to prove that the cars were being run at a very moderate speed, not over seven or eight miles per hour, that the signals required by law were given, and that the child was not on the track over which the cars were passing, but on a side track near the main track.

So far as there was any conflict of evidence or question of fact, the questions were submitted to the jury. At the close of the plaintiff's case, the counsel for the defendant moved for a non-suit upon the ground that it appeared that the deceased's negligence contributed to the injury, and the motion was denied and an exception taken. After the evidence was all in, the judge was requested by the counsel for the defendant to charge the jury in different forms, that if the deceased voluntarily placed himself in peril, from which he received the injury, to save the child, whether the child was or was not in danger, the plaintiff could not recover, and all the requests were refused and exceptions taken, and the question whether the negligence of the intestate contributed to the accident was submitted to the jury. The jury found a verdict for the plaintiff and the judgment entered thereon was affirmed, on appeal, by the Supreme Court, and from the later judgment the defendant has appealed to this court.

The following is the opinion of the court delivered by

GROVER, J.—The important question in this case arises upon the exception taken by the defendant's counsel to the denial of his motion for a non-suit, made upon the ground that the negligence of the plaintiff's intestate contributed to the injury that caused his death. The evidence showed that the train was approaching in plain view of the deceased, and had he for his own purposes attempted to cross the track, or with a view to save property placed himself voluntarily in a position where he might have received an injury from a collision with the train, his conduct would have been grossly negligent, and no recovery could have been had for such injury. But the evidence further showed that there was a small child upon the track, who, if not rescued, must have been inevitably crushed by the rapidly approaching train. The deceased saw, and he owed a duty of important obligation to this child to rescue it from its extreme peril, if he could do so without incurring great danger to himself. Negligence implies some act of commission or omission wrongful in itself. Under the circumstances in which the deceased was placed, it was not wrongful in him to make every effort in his power to rescue the child, compatible with a reasonable regard for his own safety. It was his duty to exercise his judgment as to whether he could probably save the child without serious injury to himself. If, from the appearances, he believed that he could, it was not negligence to make an attempt so to do, although believing that possibly he might fail and receive an injury himself. He had no time for deliberation. He must act instantly, if at all, as a moment's delay would have been fatal to the child. The law has so high a regard for human life, that it will not impune negligence to an effort to preserve it, unless made under such circumstances as to constitute rashness in the judgment of prudent persons. For a person engaged in his ordinary affairs, or in the mere protection of property, knowingly and voluntarily to place himself in a position where he is liable to receive a serious injury, is negligence, which will preclude a recovery for an injury so received; but when the exposure is for the purpose of saving life, it is not wrongful, and therefore not negligent unless such as to be regarded either rash or reckless. The jury were warranted in finding the deceased free from negligence under the rule as above stated. The motion for a nonsuit was, therefore, properly denied. That the jury were warranted in finding the defendant guilty of negligence in running the train in the manner it was running, requires no discussion. None of the exceptions taken to the charge as given, or to the refusals to charge as requested, affect the right of recovery. Upon the principle above stated, the judgment appealed from must be affirmed with costs.

Church, Ch. J. Peckham and Rapallo J. J. concur.

The following is the dissenting opinion delivered by—

ALLEN, J.—The plaintiff's intestate was not placed in the peril from which he received the injury which resulted in his death, by any act or omission of duty of the defendants, its servants, or agents. He went upon the track of the defendant's road in front of an approaching train, voluntarily, in the exercise of his free will, and while in the full possession of all his faculties, and with capacity to judge of the danger. His action was the result of his own choice, and such choice not compulsory.

He was not compelled, or apparently compelled, to take any action to avoid a peril, and harm to himself, from the negligent or wrongful act of the defendant, or the agents in charge of the train. The plaintiff's rights are the same as those of the intestate would have been, had he survived the injury and brought the action, and must be tested by the same rules; and to him and consequently to the plaintiff, the maxim *Volenti non fit injuria* applies. It is a well established rule, that no one can maintain an action for a wrong, when he consents or contributes to the act which occasions his loss. One who with liberty of choice, and knowledge of the hazard of injury, places himself in a position of danger, does so at his own peril, and must take the consequences of his act. This rule has been applied to actions for torts as well as to actions upon contract, under almost every variety of circumstance.

Whenever there has been notice of the danger, and freedom of action, the injured party has been compelled to bear the consequences of the action irrespective of the character and degree of negligence of other parties—(Corwin *vs.* N.Y. and E R. R. Co. 3 Ker. 42). The doctrine applicable to voluntary payments of money not recoverable by law grows out of this rule of law, and rules governing in cases of contributing negligence of the injured party is nearly allied to, if not an outgrowth of the maxim *volenti non fit injuria.*

Whether the defendant was or was not guilty of negligence, or whatever the character and degree of the culpability of the defendant and its servants is not material. The testator had full view of the train and saw, or could have seen, the manner in which it was made up, and the locomotive attached, and the speed at which it was approaching, and, if in the exercise of his free will, he chose for any purpose to attempt the crossing of the track, he must take the consequence of his act. The defendant may have been running the train improperly, and perchance illegally, and so as to create a legal liability in respect to any one sustaining loss solely from such cause, but the company is not the insurer of or liable to those who, of their own choice and with full notice, place themselves in the path of the train and are injured.

It is not the law that the co-operating act of the injured party must be culpable or wrong in attention. It may be merely negligence or the result of the will. (Per Beardsley, J., Tonawanda R.R. Co., *vs.* Munger, 5 Denio, 255.) The rescue of the child from apparent imminent danger was a praiseworthy act and entitled the plaintiff to the favorable consideration of the court and to a lenient and liberal interpretation and application of the rules of law in her behalf. But the principles of law cannot yield to particular cases,

The act of the intestate in attempting to save the child was lawful as well as meritorious, and he was not a trespasser upon the property of the defendant, but it was not in the performance of any duty imposed by law, or growing out of his relation to the child, or the result of any necessity. There is nothing to relieve it from the character of a voluntary act, the performance of a self-imposed duty, with full knowledge and apprehension of the risk incurred. Evansville R. R. Co. *vs.* Hyatt (17 Ind. 102), is a circumstance somewhat like the case before us, and the decision is in accord with the views herein expressed.

I am of the opinion that the judgment of the Supreme Court and of the City Court of Brooklyn should be reversed and new trial granted, costs to abide event.

Folger J. concurred in the foregoing opinion.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of September, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$17,745,075	$21,432,482
Do. for warehousing....	7,748,840	8,869,861
Free goods.....	1,409,353	2,708,233
Specie and bullion.....	592,496	331,679
Total entered at port...	$27,495,764	$33,342,255
Withdrawn fr. wareh'use	10,732,135	12,889,575

The foreign imports at New York for the nine months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$129,923,147	$165,096,546
Do. for warehousing...	93,136,652	111,353,165
Free goods.....	9,980,838	22,584,178
Specie and bullion.....	8,381,171	5,586,766
Total entered at port...	$241,421,808	$304,620,655
Withdrawn fr. wareh'se	90,935,835	98,625,022

The revenue from customs at New York for nine months from January 1, has been as follows:

	1870.	1871.
Six months.....	$67,581,811 10	$73,692,107 93
In July.....	10,592,841 37	11,934,957 33
August.....	15,078,512 90	16,932,839 65
September.....	14,182,516 12	15,733,891 86
Nine months....	$107,435,681 49	$118 293,796 77

The exports from New York to foreign ports in the month of September, were:

	1870.	1871.
Domestic produce.....	$15,157,390	$20,100,569
Foreign free goods.....	11,451	193,707
Do. dutiable.....	923,627	569,026
Specie and bullion.....	4,616,856	2,130,320
Total exports	$20,709,324	$22,993,622
Do. exclusive of specie.	16,092,468	20,863,302

The exports from New York to foreign ports for nine months from January 1, were:

	1870.	1871.
Domestic produce.....	$126,422,006	$166,414,661
Foreign free goods....	332,895	996,862
Do. dutiable.....	7,777,750	5,893,916
Specie and bullion....	48,927,983	57,619,924
Total exports.....	$183,460,634	$230,925,363
Do. exclusive of specie.	134,532,651	173,305,439

☞ The Pine Bluff (Ark.) *Republican* says that a contract has been executed, in the sum of $2,000,000, providing for the immediate construction of the Pine Bluff branch of the Memphis and Little Rock railroad.

Plans of the Chesapeake and Ohio Railroad.

Two general routes have been proposed for the western connection of the Chesapeake and Ohio Railroad. The Virginia portion of that railroad terminates at Huntington, Va., a place that is situated on the Ohio river, opposite the mouth of Symmes creek, in Lawrence county. The first route, called the river route, runs through the counties of Lawrence, Scioto, Adams, Brown and Clermont, to Cincinnati. The second has been known as the Hillsboro' route. Starting from the mouth of Symmes creek, it proceeds through Lawrence, Jackson, Pike, and Highland counties to Hillsboro'. From this place it separates into two main stems, the one running through Clinton, Warren and Montgomery counties to Dayton, and the other over a route not yet surveyed through Clermont county to Cincinnati.

The contest waged between the friends of these two routes has been earnest and prolonged. The friends of the Hillsboro' route were led by Colonel W. H. Trimble, of Hillsboro', and it is to his exertions, in large measure, that a liberal and reasonable proposition has at last been made by the President of the Chesapeake and Ohio Railroad, looking to the construction of the western connection of the road through Hillsboro'.

That proposition comes in the form of a letter dated the 29th instant, and promises the building of the road on condition that the right of way be secured from Symmes creek to Dayton, and of *bona fide* subscriptions to the amount of $850,000.

The distance from Symmes creek to Hillsboro' is about one hundred miles, and the right of way along this part of the route has been almost wholly secured. From Hillsboro' to Dayton is about fifty miles, and the distance from Hillsboro' to Cincinnati is about the same. One hundred miles of the route, therefore, is common to the two cities. The country through which this portion of the line passes is very rich, both in coal and minerals, and also in timber and building stone. The heaviest grade is thirty feet to the mile. The entire cost of construction of the road bed from Dayton to Symmes creek is estimated at $2,252,140, this being the amount needed to prepare the road for the ties.

The entire cost of building and equipping the road is estimated at about $4,000,000. Of this amount, it will be seen, the people living along the line of the road are asked to raise less than one-fourth, the other three fourths of the stock being taken by the Chesapeake and Ohio Railroad Company. The amount that Highland county will be called upon to contribute is $175,000.

That the road will pay admits of little doubt. Men who are pressing a project in Kentucky are calculating on $10,000 a mile annually from local receipts. The country through which this road is to run is more populous and richer in resources than that through which the Frankfort, Paris and Big Sandy is to be constructed.—*Balt. Am. Oct.* 30.

Wooden Railroad in Canada.

A wooden railroad is being constructed from the town of Sorel, at the confluence of the Richelieu river with the St. Lawrence, through Drummondville, to Arthabaska, Province of Quebec, by Mr. L. A. Senecal, contractor. The Montreal *Herald* gives a long account of a recent trip on the line. Upward of 2,000 men were at work, and the rails were laid on a large portion of the road. An experimental trip was made, the train going at the rate of 25 miles per hour, and running with remarkable smoothness. The journal quoted furnishes the following particulars;

The ties, which are of Hemlock and tamarac, are brought down on trucks from the woods through which the road runs; they are put on a rollway, run up to most ingenius circular saws, so gauged that at one operation they are mortised the proper depth and distance, not the difference of a hair breadth being found between one and another. As fast as they are cut the ties are rolled over to a different siding from that on which they are received, an ordinary circular saw sides them, and they are loaded up to be run out to the piles where they are wanted. The wedges for laying up the rails are also prepared here. The rails are of maple, 4 by 7 inches, and 14 feet long, the gauge of the line being 4 feet 8½ inches. The cost of the line, in which cost are included stations (9 in number), car and locomotive depot, engine and repairing shops, engine and tender, 2 passenger cars, 8 grain cars, and 25 wood cars, is $5,000 a mile, in full for all but the Yameska bridge, which cost $35,000. It should be mentioned that land damages, fences, etc., are included, also, in this amount.

Central Railroad of New Jersey.

Mr. John Taylor Johnston, the president of the Central Railroad of New Jersey, has issued a circular in which he announces a return to quarterly dividends of 2½ per cent. The company's receipts for 1871 up to the 1st of October were $4,801,869, a profit of $2,167,530. More than half the receipts were from coal, viz.: coal, $2,640,443; merchandise, $1,146,051; passengers, $952,984. The cost of the entire road has been $10,784,000. It is now doubled tracked from Somerville to Jersey City, and the laying of two more tracks will soon be commenced. The whole line is now being laid with steel rails. The equipment of the entire line of 180 miles with the branches in Pennsylvania and New Jersey, has cost $6,800,000. The stock of the company will be increased by the issue of $5,000,000 in scrip, convertible into new stock as soon as legislative authority for the issue shall have been procured.

Norfolk and Great Western Railroad.

The stockholders of this road met in Danville on Thursday, and the President, Colonel Flournoy, presented his report, covering a contract with competent parties in New York, and through them with parties in London, for the building of the road. The work is to commence at Danville, going west, by December 1st, 1871, and on the eastern division as soon as subscription on that division reaches $3,000,000. The subscription on that division now reaches $1 400,000. One million six hundred thousand dollars is to be raised by Norfolk, Portsmouth, &c. The contractors provide to pay off all debts of the company, and to receive county subscriptions at par—securities to be paid to the contractors as the work progresses, and the road is not to be turned over to them until one-half is constructed. The contract was ratified by the stockholders, and Col. Flournoy was unanimously re-elected.—*Lynchburg (Va.) News.*

Michigan Air Line Railroad.

At a meeting of the stockholders of this Company at Jackson, Mich., on the 23d ult., the following gentlemen were elected directors for the ensuing year: J. E. Young, Wm. Young, Chicago; R. W. Landon, Niles; J. F. Wolff, Centreville; J. C. Leonard, Union City; G. H. French, Homer; J. B. Eaton, M. M. McNaughton, Eugene Pringle, S. O. Knapp, Jackson; J. H. Habbard, Waterloo; C. W. Hayes, Pinckney; Harvey Mellen, Romeo. At a meeting of the directors held subsequently, the following officers were chosen; President, J. B. Eaton, Jackson; Secretary, E. Bancker, Jackson; Treasurer, W. D. Thompson, Jackson; Attorney, G. H. Mason, Centreville; Managing Director, M. M. McNaughton; Superintendent of the Eastern Division, T. J. Conely.

☞ A party of surveyors, under Chief Engineer Greene, of Troy, are engaged in making the preliminary survey, and fixing the approximate location of the Waloomsac Railroad.

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 18th ult. Col. A. Shriver of Frederick, presided, with D. Preston Parr secretary. Mr. George M. Bokee, as president of the road, submitted the annual report, showing the condition of the road and its finances. The report says:

At the commencement of this administration the pay-rolls of the employees were some four months in arrears; they have been regularly paid up monthly for nearly a year past. The second mortgage bonds of the company have risen about fifty per cent. in price in the same time, though yet non-interest paying. The suspended and floating debts of the company have been reduced three-fifths, and the balance drawn into a definite condition, and can be estimated exactly. There is cash and equivalents on hand to an amount sufficient to pay all the regular open accounts, the bills payable, and a large part of the suspended debt of the company. There has been paid in the same time a considerable sum of coupon interest, while the bonded debt and overdue coupons are in a much more compact and satisfactory condition. And the general indications of increased prosperity, showing a gross revenue of $170,929 01, and expenditure of $122,647 18, and a net revenue of $48,281 83, being an increase of $33,001 41 over the preceding year as set forth in the report of the superintendent, John T. Rigney, Esq., are matters of cordial congratulation. While the increase in net revenue since the opening of the road to Mechanicstown has not fully met our anticipations, yet the evidences are sufficient to enable us to indulge the hope and expectation that the time is rapidly approaching when the Western Maryland railroad, necessarily enriching the country through which it passes, will satisfactorily compensate its stockholders and prove one of the most important aids to the prosperity and greatness of the city of Baltimore.

The reports of finance committee and engineer give full and detailed accounts of their operations. It is a matter of unanimous regret that alterations deemed necessary, excessive demands for right of way, and other causes have prevented the realization of sufficient means from the last endorsements of the city to complete the road beyond Hagertown, thus leaving the extension to Williamsport unprovided for.

Heartily coinciding in the views advanced by the chief engineer in his interesting report with reference to the importance of Williamsport as a terminus of our road until its further extension to the coal fields can be accomplished, we respectfully urge the adoption of measures for the attainment of requisite means to insure the immediate commencement and early completion of that short and inexpensive, but necessary line, to enable us to transport the bituminous coal to tidewater at Canton.

Since our last annual report the work of construction has steadily progressed, enabling the company to extend the regular running of trains to Rocky Ridge on the 16th of November, 1870, to Mechanicstown on the 28th of December, 1870, and to Sabillasville on the 28th of August, 1871. The substitution of a substantial bridge instead of contemplated trestling over Owing's creek, on section 16, necessitated considerable extra gradua ion and masonry, and delayed the completion to Sabillasville. Almost insurmountable difficulties have been overcome in the removal of the hard, solid copper rock encountered by the contractor in his progress through the rock cuts approaching Blue Ridge or Monterey Summit, but ere the day of your annual meeting the last obstruction will have yielded to the persevering energy of the laborer, and the tracklayers will have passed through on their way over a completely graded roadbed to Pikesville or Waynesboro' Station, Smithburg, Cavetown, Chewsville and Hagerstown, which latter place, under a continuance of God's blessings, can be reached by the close of the present year.

The graduation and masonry upon the Owing's Mills division, between Baltimore and Owing's Mills, is rapidly and satisfactorily progressing, a large force of men being employed, particularly upon those portions which require the longest time for completion. An enegetic contractor, Mr. John Donoghue, is now actively engaged in grading the entire line of the Emmittsburg railroad from its junction with our road at Rock Ridge to Emmittsburg, and hopes to complete his work within the present year.

The Frederick and Pennsylvania railroad is in operation from Hanover, Pennsylvania, to Taneytown, Maryland, leaving but a few miles of unfinished road from that place to its contemplated crossing of and connection with our road. On the south side a junction with us has been formed. and track is being laid toward Woodsboro' and Frederick. This road, when completed, will doubtless be an important feeder to the Western Maryland, and largely augment its revenue.

At the solicitation of citizens of Pikesville, Pennsylvania, we have established a station on section 26, and workmen are now engaged in the erection of a substantial warehouse for freight and suitable accommodations for passengers. Fully alive to the advantages to be derived from proper railroad facilities, the public spirited citizens of that section of country are now constructing an excellent road, about one and a half miles in length, ascending the mountain at an easy grade, which will connect with the turnpike leading to Washington, reducing the distance to less than five miles from that place to our station, and enable us to reap a large share of the substantial benefits from that rich and prosperous agricultural region which has so long desired railroad communication with its natural market, the city of Baltimore.

Heads of departments and employees generally are deservedly entitled to much praise for the energy and care exercised in the performance of their various duties, as evidenced by the largely increased net revenue, regularity in running trains at increased rate of speed, close connections at the Relay House, and almost total freedom from accident. Their capacity and fitness for rail road business cannot be excelled.

After the reading of the report, Hon. J. K. Longwell, of Carroll county, Hon. Joshua Biggs, of Frederick county, Isaac Motter, John Welty and Geo. W. Harris, of Washington county, were elected directors of the company for the ensuing year. At a meeting of the directors held immediately after the adjournment of the stockholders, Hon. Robert T. Banks, Mayor, was elected President.

Improvements in Canal Navigation.

The action of the Legislature in offering $100,000, for the best plan for carrying freight expeditiously and cheap on the canals is calling out many competitors and a large number of plans have already been submitted, while others are being completed. Many of them must of necessity fail of meeting the required object, while there may be several, and, no doubt, will be some which will prove really of substantial benefit. Among these plans all are ingenious, while some apply power in a manner very singular if not altogether new. One thing seems to be clear, and that is that ere long navigation on the canals will be wholly propelled by steam, and that, too, in such a manner as not only to quicken transportation but cheapen freights.

Among the many plans submitted is one which we understand has already been successful in Belgium—that of propelling a boat by means of a wire cable in the bottom of the canal, which runs over a wheel attached to the side of the boat—this wheel being turned by an engine in the boat. For this purpose an engine has been constructed in Belgium of some fifty or sixty horse power, and brought to Buffalo in this State, where a number or capitalists interested in this matter throughout the State have had a boat construction under the supervision of one of their number, Captain Baldwin. This boat has been completed and tested in Buffalo, and the intention now is to proceed to Troy, where it is to be tested by means of a cable six miles long. This cable is a rope of wire one inch in diameter, which it is claimed is strong enough for the purpose.

The boat—which, by the way, is appropriately named the Governor Clinton—left Buffalo on Sunday morning, at seven o'clock, and, with six hours and a half detention, reached this city yesterday at a quarter-past four. She was light, however, not being intended to carry freight. She was propelled by a screw, there being no cable, of course, in the canal. Our reporter paid her a visit, and found a neat little craft, with a rudder at each end, so as to run either way without turning. The screw is intended to be used only in turning bends in the canal, should the plan succeed. An examination of the engine showed it to be one of peculiar construction, but comprising a great deal of utility within a very small space. This engine is connected by a shaft to an immense wheel on the left side of the boat, over which the cable is to run in a groove, being held in its place by smaller wheels and running at the bow and stern of the boat over other wheels to prevent rubbing against the boat. It is claimed that this steamer will tow from fifteen to twenty heavily loaded boats at the rate of at least three miles an hour, and consume only eight or ten tons of coal in running from Buffalo to Albany. The idea is to have these boats stationed at intervals along the canal, and each one tow all the boats which run over that section, thus avoiding the necessity of passing each other.—*Syracuse Courier, Oct.* 25.

☞ The Milwaukee *Wisconsin* says that Mr. D. McKenzie, who has been engaged on the Northern Pacific surveys, will start in a few days with a party to run a line from St. Cloud to Litchfield, and perhaps to the Minnesota river. The work will be done under the the auspices of the St. Cloud and Minneapolis Railroad Company. The beginning of actual work on the St. Cloud and Mankato Railroad at an early day is no longer questionable.

Chesapeake & Ohio Railroad.

NOTICE TO BRIDGE BUILDERS.

SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 130 feet.

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Circulars containing a description of the spans, etc., can be had from

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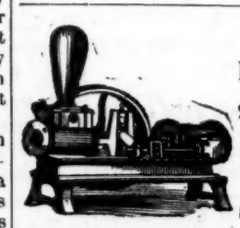

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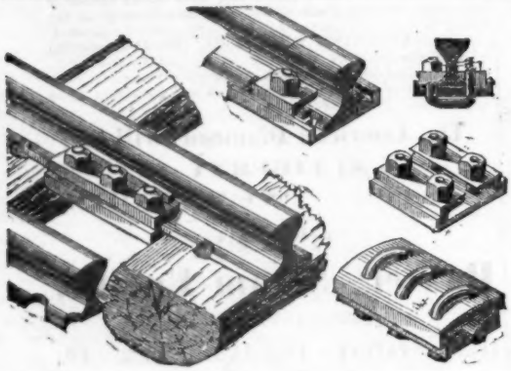

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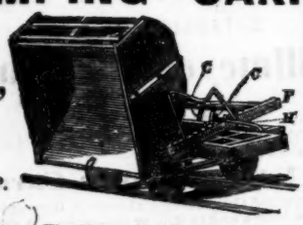

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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